

FROM

ENGLAND TO INDIA,
IN THE YEAR 1789.

BY THE WAY OF THE
TYROL, VENICE, SCANDARON, ALEPPO,
AND OVER THE
GREAT DESART TO BUSSORA;

WITH
INSTRUCTIONS FOR TRAVELLERS;
AND AN
ACCOUNT OF THE EXPENCE OF TRAVELLING,
&c. &c.

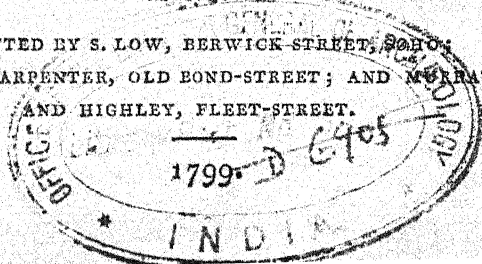
BY
MAJOR JOHN TAYLOR
OF THE BOMBAY ESTABLISHMENT;

AUTHOR OF
CONSIDERATIONS ON A MORE SPEEDY COMMUNICATION
BETWEEN GREAT BRITAIN AND HER EASTERN
DEPENDENCIES.

IN TWO VOLUMES.—VOL. II.

London:

PRINTED BY S. LOW, BERWICK-STREET, SOHO;
FOR J. CARPENTER, OLD BOND-STREET; AND MURRAY
AND HIGHLEY, FLEET-STREET.



1799.

INDIA

CENTRAL ARCHAEOLOGICAL
LIBRARY, NEW DELHI.

Acc. No. 19705

Date 29.4.63

Call No. 910.4/Tay



PREFACE

AS a speedy communication between Great Britain and India becomes, by the late Military Regulations, of the first importance to the Officers of His Majesty's and the Honourable Company's Forces serving in the East; and as it is highly probable that the land journey will be much resorted to by Officers on furlough, both in their way home and abroad, it occurred that a publication which should ascertain with precision the best and most expeditious mode of travelling, and the expences of such a journey on a moderate scale, might not be unacceptable, either to those gentlemen, or other persons intending to go out from Europe to India,

or to return from India to Europe. Such a publication is now presented to the public: it will include the distance from place to place, the conveyances that may be procured, and the accommodation every where to be met with; together with such particulars as may tend to illustrate the means of performing the journey with expedition, œconomy, and comfort.

The difference between a sea voyage and a land journey, where a traveller will have an opportunity of visiting, at the same expence, some of the first cities and countries in the world, and where a constant communication being kept up, would render the route perfectly safe, easy, and agreeable, must be obvious to every one. Should the East-India Company encourage a plan, which I propose to annex, as the result of my observations, it will still more and more contribute to these desirable objects, and to establish more firmly a connection between

tween Great Britain and her Eastern dependencies, by means of a general post.

To expatiate on the importance of our territorial possessions in India were a superfluous task. It may just be observed, that the possession of dominions so very far distant from the seat of supreme authority, must ever be in some degree, precarious and uncertain; and to adopt the words of a certain eminent character, intimately connected with the political state of India, "I much fear," says he, "that it is not
 "understood as it ought to be, how near
 "the Company's existence has, on many
 "occasions, vibrated to the edge of per-
 "dition, and that it has been at all times
 "suspended by a thread, so fine, that the
 "touch of chance might break, or the
 "breath of opinion dissolve it, and in-
 "stantaneous will be its fall whenever it
 "shall happen.—May God in his mercy
 "long avert it!

“ To say why a dominion, held by a
 “ delegated and fettered power, over a
 “ region exceeding the dimensions of the
 “ parent state, and removed from it a
 “ distance equal in its circuit to two-thirds
 “ of the earth’s circumference, is at all
 “ times liable to be wrested from it, would
 “ be a waste of argument; nor would
 “ it be prudent to aggravate the portrait,
 “ by displaying all the artificial evils by
 “ which a fabric, so singular, even in
 “ its construction, is loosened and debi-
 “ litated *.”

To secure our Eastern Empire against
 internal dissention and revolt on the one
 hand, and external attack and invasion on
 the other, is an object that demands, and
 will no doubt obtain, all the attention of
 a wise legislature. Unforeseen combina-
 tions, new relative situations, accidents
 of various kinds, may call for the coun-

* Mr. Hastings's Review of the Affairs of India.

fel, the authority, and the aid of Government at home : and in all cafes, the fooner thefe can be procured, the better. The communication by the Eaft-India Company's fhipping, though calculated to transport the commodities of Europe and Afia with the greateft poffible fecurity, from being the beft conducted and the firft failing merchantmen in the world, does not provide for all the neceffary and expeditious intercourfe which the contingencies and emergencies of India frequently demand, and when her fafety and exiftence to the Britifh nation may at times be exceedingly endangered.

The fituation of India, feparated from Europe by the immense Peninfule of Africa, extending nearly thirty-five degrees fouthward of the Equator, nearly doubles the diftance of a fea voyage.

By means of the trade winds and the regular monfoons within the tropics, voyages to and from India are, at certain

seasons, by ships taken up to convey the merchandize of the Company, expeditiously performed : and I may venture to affirm, that no vessels built on purpose for fast sailing, could be constructed to perform the voyage in less time than they do, even with all the advantages of a favourable season.

But shipping, when not employed in the purposes of commerce, is certainly an expensive mode of conveying orders or intelligence to a distant country ; and to employ them in both lines would be doing away the principle of expedition, on which the intercourse is meant to be established.

In regard to the route by Bufforah and Aleppo, when this was determined on, the commercial residents in the Gulf of Persia were of considerable use in forwarding the Company's dispatches; but *expedition* has not been the result of their best concerted measures.

In

In order to support this position, I could instance many dispatches that come within my own knowledge, and thereby prove, that this communication requires such a length of time as brings it nearly on a level with the present voyages by the Cape of Good Hope; with this only difference, that it may be performed at seasons when shipping would require still more considerable time from the particular prevailing current of the wind. It would doubtless be an institution pregnant with both utility and comfort, to establish a communication between England and her territories in the East, not as at present, on a precarious uncertain system, or on a confined plan, but on a permanent and solid basis; to diffuse universal intelligence, whether regarding politics or commerce, or the private intercourse of families and friends. This being accomplished, the line could be

extended to concentrate the general information of our widely extended and detached empire in the East, in a fixed point; from thence to be dispatched to Europe, or when received from that quarter, conducted to all our settlements by the same speedy channels of conveyance. With these advantages, the safety and expedition of the traveller would be connected with that of the dispatches, and to any person intending to perform an over-land journey, material assistance in the prosecution of it.

To diversify and render the following sheets worthy the attention of future travellers, and in some measure to determine them in the choice of their route, I have added several routes through Europe, that may be relied on, as the best and nearest to their respective places of destination. I have also continued these routes by the addition of such as have
been

been pursued through European Turkey, Natolia, Arabia, and Egypt, by several travellers.

I am certain that the over-land intercourse between Great Britain and the East Indies, might be upheld at a very moderate expence, and at length become nearly the same in point of time, as that with our West India Colonies. When it is considered that Great Britain is by sea distant from her principal settlements in India more than 8000 geographical miles by lineal measurement, and that a little exertion would reduce it to little more than half the distance, of which near 1000 miles would be a land journey, and the most material parts of the voyage by sea within the influence of the tropics, it will be allowed that so considerable a saving in distance, and consequently time, would be attended with the happiest consequences.

The summer months, in particular, are
extremely

extremely unfavourable for ships sailing from Europe to the Indies, owing to the violent winds off the Cape of Good Hope in the depth of winter.

The case is directly opposite in regard to the over-land communication, the summer being the most favourable season for sending dispatches from this country by the Red Sea, and far superior to a sea conveyance.

The Vestal frigate, a most excellent sailer, commanded by Sir Rich. Strachan, left England late in August 1798, and arrived at Bombay in January following, after a passage of four months and a half.

The Surprise packet, in the service of the East-India Company, esteemed by far the fastest vessel of any vessel of her description, left England the 29th of April, and arrived at Calcutta with dispatches on the 28th of August, after a passage of four months, which the Supreme Council esteemed exceedingly quick, and had every reason

reason to be satisfied on the score of expedition.

Many other instances might be adduced to prove the time necessary for the best sailing vessels to perform their voyages during the favourable season, viz,

To Bengal in four months,

Madras in an hundred days,

Bombay in three months and twenty days.

The perusal of the following work will illustrate the advantages of an over-land communication. It will be found, that dispatches from London will reach Bombay in fifty-one days, Fort St. George in much the same, and Calcutta in sixty-nine days: and that advices can be transmitted from India to England, with nearly equal dispatch.

I shall have no hesitation in submitting my observations to the opinions of men qualified to judge of their propriety; fully convinced that they may be rendered

dered productive of consequences highly interesting. Should a predilection for my own plan have misled me into error, however impartially and attentively I have weighed it, I am open to conviction, and will with pleasure submit to correction. Candour demands no more, and I shall be consoled if my exertions either ascertain the truth, or remove the veil that has, for private reasons, so long concealed it from our view.

It is not my intention to dwell on the particular advantages which must accrue to individuals from this plan being carried into effect: it must appear evident to every one, and more particularly to an officer, whose term of furlough is limited to three years, that independant of every other consideration, the very great saving of time between the land route and a sea conveyance, must be to him a matter of serious importance. A constitution, injured by a residence in India, requires the speedy aid

aid of a temperate climate, such as Italy, or the South of France, would readily afford; and it would be no difficult matter to contrast the sameness of a sea voyage, with the variety of a land journey, where the supineness of the one, must yield in the other to the vigour of mind and body, which to a person in perfect health, cannot fail to afford the highest treat of which human nature is susceptible.

To a mind expanded by the love of science, the plains of Egypt must afford a delicious repast, while the coasts of Syria, Greece, and Italy, will undoubtedly excite the most lively sensations, and recal to memory the glory of powerful Republics and of potent Monarchies humbled in the dust, and of which no vestige now remains, beside the variety of mutilated edifices, to remind us of the approximation of all organization to dissolution and ruin.

TRAVELS,

Et. Et.

THE object which we have in view, being to combine as much as possible the distribution of general intelligence and information with the comfort and safety of travellers; and, as expedition is material, and ought to be considered in a journey to India, the route by Suez appears at certain seasons the most eligible. Previously to entering on that part which regards individual travellers, I shall submit my sentiments in regard to public intelligence, as being closely connected with the subject before us.

Egypt is justly described by the Abbe Raynal as situated between two seas, one of which opens the road to the East and the other

other to the West, placed in contact with Africa and Asia : it seems intended to connect them with Europe. It is likewise furnished with a majestic navigable river, which, by its inundation renders it the most fruitful soil in the universe, whilst its course appears anxious to join the Mediterranean with the Indian Ocean, and to yield its assistance in forwarding the communication.

The route by Suez, situated on the extremity of the Red Sea, within seventy miles of the Nile, as I have already observed, is certainly to be preferred. Delays are inseparable from any plan of conveying intelligence by the way of Bufforah, and three months and a half is the least period which can be allowed on the best arranged plan, for sending dispatches by that channel. The records of the Company will establish this fact, and will shew how few dispatches have been received either at the India-house, or at any of their Presidencies abroad, by the Great Desert, within that time.

By the way of Suez the journey is greatly shortened, while the voyage is not much prolonged *;

prolonged*; and it is particularly observable, that the course of winds and currents is extremely favourable for the navigation by this route, many months in the year; whilst that by the Persian Gulf is protracted by many adverse circumstances. Besides, we know that vessels sailing from the coast of Malabar for Arabia and Persia, during the south-west monsoon†, are under the necessity of running from three to seven degrees to the southward of the line, where the south-east winds‡ carry them obliquely to the westward, till they meet the south-west winds near the African shore§, to convey them to the northward.¶ During this season, by preferring the Red Sea to the Gulf of Persia, the whole distance from Cape Guardafui to Cape Roselgate, which includes ten degrees of latitude, is evidently saved ¶.

* In the journey there is a difference of 800 miles, in favour of the route by Suez.

† See the India Directory, sect. xxvi. p. 39.

‡ See ditto, sect. xx. p. 37.

§ See ditto, sect. ccv. p. 176.

¶ See Captain Hardy's Journal of a voyage in the Viper Cutter.—He sailed from Bombay the 9th of July, 1783.—He met the S. E. trade lat. $4^{\circ} 11'$ South.

¶ Vide chart of the Indian Ocean.

During December, January, February, and part of March, the passage from the coast of Malabar to Suez can be performed in less time than is required for a passage to Buffora in the most favourable months.

In the months of June, July, and August, the Persian Gulf has an advantage over the Red Sea in navigating to the northward, but when it is considered that the passage to Buffora, even during this interval, requires from fifty days to two months, the delay defeats the advantage. At all other seasons of the year, the passage from the coast of Malabar is nearly equal in point of time, both to Suez and to Buffora*. It being admitted that both voyages may be accomplished in the same space of time, the advantages of that by Suez becomes evident; for dispatches received at this port are nearly nine hundred miles nearer home than those received at Buffora†.

With

* See the East-India Directory, p. 176, for the best methods and times for navigating ships from port to port in India.

† From Suez to Cairo

Cairo to Rosetta

Brit. m.

Geo. m.

70

100

Rosetta

With regard to the conveyance of the dispatches subsequent to their arrival at Suez or Buffora, much depends on the season of the year, and the prevailing winds in the Mediterranean *.

		Brit. m.	Geo. m.
Rosetta to Alexandria	- - -	33	—
Alexandria to Messina	- - -	—	825
		<hr/>	<hr/>
		103	925
		<hr/>	<hr/>
Buffora to Latakea	- - -	903	—
Latakea to Messina	- - -	—	1080
		<hr/>	<hr/>
Making a difference of	- - -	800	55

Total distance 855 miles nearer London by the route of Suez.—Aleppo is 1860 miles S. E. from it, and Cairo 1920.

* The northerly winds during the summer season in the Mediterranean, and in Egypt, are highly favourable to the communication from this country to India by the way of Suez.—We are informed by Pliny in his Hist. Nat. XIX. I. that the Roman vessels from the Port of Ostia bound to Alexandria, with a favourable wind, performed the voyage generally in nine and ten days; and to the pillars of Hercules in seven.—The Port of Ostia is in the dominions of the Pope, on the mouth of the Tiber, twelve miles west from Rome, where small vessels are still procurable, notwithstanding the harbour is much choaked up.—The Pillars of Hercules was the name given by the ancients to the Straights of Gibraltar.

Of forwarding Dispatches from Great Britain to India.

First, by SUEZ, during the most favourable season of the year*.

	Days.	Hours	Distance	
			By Land. Mar. Mil.	By Sea. Br. Miles
From London to Messina, by Hamburgh, Nuremberg, Trent, Florence, Rome, and Naples - - -	14	0	1381	300
Messina to Alexandria† - -	10	0	—	825
Alexandria to Rosetta ‡ - -	0	8	33	—
Rosetta to Cairo § - - -	2	0	—	100
Cairo to Suez α - - - -	1	12	70	—
Suez to the Coast of Mala- bar b - - - - -	25	0	—	2920 c
Total number of days to Bombay - - - -	52	20	1484	4145
			Total	6629

* In this calculation, delays are not included, and it will become the grand object to guard against them, as far as they depend on individual exertion.

† Colonel Capper says, that a passage from Marseilles, or Leghorn, to Latakia, in a tolerable good sailing vessel, seldom exceeds eighteen, and is often performed in ten or twelve days; and Volney, Vol. I. p. 58, observes, that a vessel may expect to anchor in Cyprus, or at Alexandria, the fourteenth, and sometimes the eleventh day from Marseilles. Mr. Stanley, his Majesty's Consul at Trieste, on the 25th Dec. 1780, wrote to the Court of Directors, "That two gentlemen in their way to India, embarked the latter end of July, and arrived at Alexandria in fifteen days. Col. Wood states in his journal, that on the 7th of May 1779, the island of Corfu bore E. by N. distant five leagues; on the 9th he put in at Zant, and on the 16th day of the same month, at six in the evening, he landed at Alexandria.

‡ Mr. Savary states the distance at fourteen French leagues, Vol. I. page 471, and Colonel Capper at thirty-three English miles; he performed the journey in eight hours.

§ I should imagine that the small boats of a light construction, described by Savary, Vol. I. pag. iii. might be usefully employed between

By BUSSORA, during the most favourable season.

	Days.	Hours	Distance.	
			By Land. Br. Miles.	By Sea. Mar. Mil.
London to Venice - - -	11	0	986	—
Venice to Constantinople } by Brindisi and Butrinto }	20	0	900	—
Constantinople to Aleppo -	14	0	600	—
Aleppo to Bussora - - -	16	0	797	—
Bussora to Bombay - - -	18	0	—	1600
Total number of days to } Bombay - - - }	79	0	3283	1600
			Tot. 4883	
Shorter by Suez -	26	4		

tween Rosetta and Cairo in conveying dispatches backwards and forwards, should the boghaz, or bar of the Bolbetine branch of the Nile be deemed impracticable. The Egyptian scherms are light undecked boats, with latten falls, and are extremely dangerous, being frequently lost on the bar.

¶ Col. Mark Wood, M. P. in the year 1779, was only fifty-three hours on the passage, viz. from one P. M. of the 18th May to sunset of the 20th.

a Col. Capper states the distance at seventy miles, and says, the journey is to be performed in eighteen or twenty hours. Volney was twenty-nine hours, with a large caravan, and Dr. Pocock thirty-three hours and a half in performing it.

b Col. Capper observes, that from Suez to Anjeng, on the Malabar coast, is a voyage of twenty-five days, and to Bombay twenty-eight days, being about the rate of five knots an hour.

c It is 1750 miles from Suez to the Straights of Babelmandel, and 1170 to the opposite Coast of Malabar.

By MESSINA to BUSSORA.

	Days.	Hours	Distance.	
			By Land. Br. Miles	By Sea. Mar. Mil.
London to Messina - - -	14	0	1381	—
Messina to Latakea * - - -	16	0	—	1080
Scandaroon, or Latakea, to Aleppo † - - - - }	2	0	90	—
Aleppo to Bussora - - - -	16	0	797	—
Bussora to Bombay - - - -	18	0	—	1600
<hr/>				
Total number of days to Bombay - - - - }	66	0	2268	2680
<hr/>				
Shorter by Suez -	13	4	Tot. 4948	

By Vienna and Constantinople to Bussora.

London to Vienna, by Ham- burgh - - - - - }	10	0	806	300
Vienna to Constantinople * -	16	0	800	—
Constantinople to Bussora, by Natolia and the Great Desart † - - - - - }	30	0	1397	—
Bussora to Bombay - - - - -	18	0	—	1600
<hr/>				
Total number of days to Bussora - - - - - }	74	0	2203	1900
<hr/>				
Shorter by Suez -	23	4	Tot. 4103	

* Vide Chart for the difference in point of situation between the ports of Alexandretta and Latakea, in the north-east corner of the Levant, and the open port of Alexandria, which cannot be so much influenced by partial winds. Scandaroon is sixty miles farther than Latakea.

† This distance has been variously stated. Mr. Irwin makes 106 miles, and by my itinerary 100 miles four furlongs from Scandaroon.

The dispatches having reached Suez, the passage from thence to the coast of Malabar, in the summer months, would be extremely speedy; during these months strong northerly winds prevail in the Red Sea, and early in May the south-west monsoon begins in the Indian Ocean (a). At this period, the voyage from Suez to the Malabar Coast might be performed in nearly the same time as a passage from Buffora to the Malabar Coast during the most favourable months.

The practicability of the navigation of the Red Sea having been much disputed and

C 4

called

* In a letter from Vienna, dated 20th of March 1795, it is mentioned that the couriers of Constantinople, retarded by the melting of the snow, arrive so slowly that the letters of the 10th of February did not reach Vienna before the 12th of March. This is not to be wondered at, when the state of the country and the roads they have to pass is taken into consideration.

† The distance from Constantinople to Buffora, by Armenia, Mesopotamia, Diabekir, and Mosul, is about 1800 English computed miles. A journey performed entirely on horseback, at least as far as Bagdad, by the Tartars, or Couriers of Turkey, who form a regular establishment under that government for the conveyance of intelligence, and have particular privileges accordingly, and have their horses maintained at the expence of government. At Bagdad a small boat is generally taken, and such is the velocity of the Tigris, that they reach Buffora in four days, a distance of near 400 miles; but such are the obstacles in returning, that the same thing is not done in less than sixteen days, having to tract against the stream up the Euphrates, which is less rapid than the Tigris, as high as Hilla, from whence across to Bagdad the distance by land is fifty miles.

(a) These monsoons, as well as the trade winds, are now perfectly understood and perfectly explained, by the India Directory.

called in question, it becomes very necessary to elucidate this subject by examples and unquestionable authorities, in order, if possible, to do away the unfavourable impressions which have so long prevailed in regard to it. And as in matters of this kind, nothing ought to be admitted on supposition, I shall, in addition to the dates by land, and the authorities for winds by sea, add some examples of passages by different ways: from all which the inference will be simple and positive. Captain Robinson, of the Company's Marine at Bombay, in the Terrible cruizer, a bad sailer, and altogether a very improper vessel for navigating the Red Sea, sailed from Suez the 21st of July 1777, and arrived at Mocha the 8th of August. From Suez to Ras Mahomed, the wind was from north to west. From Ras Mahomed to the latitude of 23 N. the wind was principally from the south to the east, and afterwards to Mocha from north to N. W. The Swallow sloop of war had much about the same time sailed down the Red Sea in eleven days, and was only seventeen days from Mocha to Fort St. George. Captain Robinson, in the Morning Star, another of the Company's cruizers, left

left Suez at 5 P. M. of the 27th May 1779, and on the 8th of June, a little before mid-day, she cast anchor in Mocha Roads. Colonel Mark Wood, the present member for Newark, was on board this vessel, charged with dispatches for the government of Bengal. They passed the narrow part of the Red Sea, which is the northern extremity, in twenty-four hours, having a regular and constant wind from the northward as far as the 21st degree of north latitude. From thence the winds were variable, but chiefly from the south to east; a proof that the winds allow of some deviation, and that they do not always blow from one fixed point at a particular season. Captain Robinson left Mocha on the 11th of June, and was only six days in crossing the Indian ocean to the coast of Malabar. On the 2d of July Captain Robinson arrived at Fort St. George, where Colonel Wood was detained till the 6th, on which day he took his departure, and on the 14th day of July arrived at Calcutta, after a journey of 113 days. It will be observed, that Colonel Wood had many delays to encounter, particularly in the Adriatic; but including

cluding all these, he reached the Coast of Malabar in eighty-six days.

It has also been represented, that there is great danger in remaining in the Red Sea, late in August. Mr. Nieubhur, vol. ii. page 368, mentions, that he left Mocha in that month, and passed the Streights, with the wind at north, and that he landed at Bombay on the 11th September following.

In regard to the passage from Buffora to Bombay, it must be allowed, that the passage is expeditious at certain seasons, from the prevailing winds in the Gulf of Persia. Amongst other instances on this subject the following may be noticed.

The Lapwing cutter left Buffora on the 10th of March 1782, and arrived at Muscat on the 22d. Left Muscat the 8th of April, and arrived at Bombay the 15th. During this season the wind was mostly from the southward. The Viper cutter, Capt. Hardy, left Buffora the 28th September 1783, and the 31st anchored at Bushire: the Viper sailed from thence the 2d January following, and arrived at Muscat on the 9th: the next day she sailed, and arrived at Bombay on the 20th

20th of the same month, having experienced fine northerly winds all the way. In the month of January, 1790, in my passage from Buffora to Bombay, the winds were chiefly from the northward, and we arrived at Bombay after a passage of twenty-one days.

*Of forwarding Dispatches from India to
Great Britain*

By SUEZ, in the favourable Season.

	Days.	Hours.
Bombay to Suez - - - - -	34	0
Suez to Cairo - - - - -	1	12
Down the Nile to Rosetta - - -	1	12
Rosetta to Alexandria, by land -	0	8
Alexandria to Messina - - - -	14	0
Messina to London - - - - -	14	0
Total number of days to London	65	8

By BUSSORA in the favourable Season.

	Days.	Hours.
Bombay to Buffora - - - - -	40	0
Buffora to Aleppo - - - - -	16	0
Aleppo to Constantinople - - -	14	0
Constantinople to Venice - - -	20	0
Venice to London - - - - -	11	0
Total number of days to London	101	0
Shorter by Suez - - - - -	35	16

Route

Route by MESSINA.

	Days.	Hours.
Bombay to Buffora - - - -	40	0
Buffora to Aleppo - - - -	16	0
Aleppo to Scanderoon, or Latakea, -	2	0
Scanderoon, or Latakea, to Messina	20	0
Messina to London - - - -	14	0
<hr/>		
Total number of days to London	92	0
<hr/>		
Shorter by Suez - - - - -	24	16

The Route by VIENNA.

	Days.	Hours.
Bombay to Buffora - - - -	40	0
Buffora to Constantinople - - - -	30	0
Constantinople to Vienna - - - -	16	0
Vienna to London - - - - -	10	0

Total 96 0

Making a difference of thirty days and sixteen hours in
favour of the route by Suez.

On a general review of this subject, the only comparative advantage in favour of the voyage, either to or from Buffora, in preference to that to or from Suez, is on the passage from Buffora to the coast of Malabar, during the months of December, January, February, and March, the season when our East-India ships leave England, and make the
quickest

quickest voyages. It may be alledged that the winds in the Persian Gulf are frequently variable, with fresh breezes from the land, by which vessels are able, with perseverance, to make their passages at all seasons : whereas, in the Red Sea, the wind, at certain seasons, is stationary, and blows so strong as to defy all attempts to get to windward. But we know for certain, that there are land and variable winds in the Red Sea as well as in the Persian Gulph *. Small vessels, acquainted with the coast, keeping in shore, and taking the advantage of these winds, and also of the calms, when provided with able rowers †, might undoubtedly effect a great deal, and exactly ascertain what progress might at all seasons be reasonably expected.

* Mr. Irwin makes repeated mention of land, variable and southerly winds in the Red Sea, even in the months of June and July, which are the worst months in the year for navigating to the northward. See Irwin's Voyage, vol. i. Also the East-India Directory, sect. xxv. page 39, and sect. xxxvii. page 44.

† Mr. Irwin mentions, that in the month of June, taking the advantage of light land wind, by sailing and rowing, they gained a knot, and a knot and a half in an hour. Irwin's Voyage, vol. i. page 111.

When

When we find that the means are in our power to open a communication with India by this channel, and when we consider the post and packets established through England, and all over the continent of Europe, together with the regular and expeditious conveyance of letters throughout the East-Indies, under the protection of our governments abroad*, it appears to be matter of surprise, that no regular plan has been yet adopted for securing and facilitating our intelligence with India†. Instead of preserving to ourselves the navigation of the Red Sea, it has been for many

* See Major Rennell's Memoir of a Map of India, page 317; Major Grace's Code of Military Regulations for Bengal; and also, The Regulations for the Dawk, or Post, established by the Government of Calcutta, Madras, and Bombay. The expedition of the Tappals, or Postmen, in our own districts, where the relays are placed at the distance of seven or eight miles, is very great. The Nabob of Arcot has procured intelligence from his Southern Countries by their means, at the rate of one hundred miles in twenty-four hours.

† Colonel Capper, in his Observations on the Passage to India, already quoted, has strongly recommended, that a regular post should be established between Great Britain and India, by the route of Egypt. And this opinion is not founded on speculation, but on personal experience
and

many years, with the exception of a few instances lately, entirely abandoned, and a much slower mode of conveying dispatches substituted in its stead.

To complete this communication between Great Britain and her Eastern possessions, requires the aid of the Executive Government of this country, and the co-operation of the Honourable Court of Directors. By their united exertions, a Firman might be obtained from the Ottoman State, through our Ambassador at the Porte, establishing our right to yield our own correspondence to and observation. To shew the progress of improvement in this line, it is sufficient to state the increase of the revenue of the British Post-Office. In 1644, Mr. Edmund Prideaux, who was inland post-master, was supposed to collect about 3000*l.* per annum. In 1654, the parliament farmed it to Mr. Mainwaring, at 10,000*l.* per annum. In 1664, D. O. Neale, Esq. farmed it at 21,500*l.* In 1674, it was let at 43,000. In 1685, it was estimated at 65,000*l.* In 1688, the amount was 76,318*l.* In 1697, it was 90,505*l.* In 1710, it was allowed to be 111,461*l.* In 1715, the gross amount was 145,227*l.* In 1744, the inland office amounted to 198,226*l.*; but the total amount of both inland and foreign offices, which can alone demonstrate the extent of our correspondence, was, in that year, 295,432*l.* In 1764, the gross amount was 432,048*l.*, and since that period it has frequently amounted to upwards of 700,000*l.*

right,

right, and facilitating the means of our navigation of the Red Sea, by regular packet-boats, to sail at fixed periods*; and permission be given for Arab messengers, with proper passes, to convey our dispatches through Egypt, under the protection of its Government. This being effected, it would rest with the Consul-General of Egypt to conciliate the friendship of the Sheick el Balad, or Governor of Cairo, whose good offices might easily be secured, a circumstance indispensably necessary to the security of the messengers, and the safety of the dispatches.

With a view to promote some arrangement of this kind, I submitted to the Court of Directors, a plan for the conveyance of dispatches and letters to and from India, by the way of Suez†, and which it is hoped, the foregoing

* A vessel of force at all times maintained in the Red Sea would be of little expence, and very considerable advantage.—See Irwin's Voyage, vol. ii. p. 128.

† It may hereafter become matter of consideration, whether the port of Cosier may not, with great advantage, be made use of during certain seasons, in conveying dispatches from India to Great-Britain.—The distance from Cosier to Ghinna, on the banks of the Nile, little

foregoing facts and observations will have shewn to be both practicable and necessary.

This communication should have for its object, in the first place, the conveyance of official dispatches from Government and the East-India Company; in the next, that of general communication, both commercial and private. Those at the head of public affairs are best able to judge how far a restriction of private letters may, on some occasions, be necessary.

little exceeds one hundred miles, from whence to Cairo the river runs in a straight direction—the distance by land, from Ghinna to Cairo, may be about three hundred and twenty miles—by a communication between these places, one hundred leagues of the worst and most tedious navigation, the upper and narrow part of the Red Sea, would be cut off. At present the route is impracticable, from no pains having been taken to adjust the difference which took place between the crew of the Coventry frigate and the inhabitants of Coslier, in the year 1780, in which some lives were lost. Savary's Letters, vol. ii. page 17; and Capper's Observations.—Mr. Irwin particularly says, in this place, and he again repeats it in another, that a vessel may at all times reach Coslier, from whence to Ghinna by land, where boats may be had in great plenty to Cairo. He recommends this route to a packet-boat from India, at a late season of the year, especially after the month of March. Vol. i. page 189.

Public dispatches from England, as far as the port of Messina, might either be intrusted to the care of a special messenger, or transmitted by the post, according to their importance. All private letters should be sent by the post.

An agent should be appointed, to reside at Messina, to receive dispatches and letters, who should have charge of two or more packet-boats, to sail to and from Messina and Alexandria*. The postage on letters should

* The idea of packet-boats in the Mediterranean is by no means new. Mr. Robert Richia, late his Majesty's Consul at Venice, and Agent for the East-India Company, has repeatedly, in his correspondence with the Court of Directors, recommended to them to keep two small cutters, as packet-boats, in the Mediterranean. Mr. Richmond Smyth, late of the Civil Service at Bombay, and who made two over-land journies to and from England to India, by the Levant, in his Memorial to the Court, dated 12th of June 1780, has strongly enforced the utility of the plan; he says, "That under the present circumstances, a passage is not to be had at all seasons in the Levant, and that delay is always to be expected: in regard to expence, one packet to, and another from India, would stand the Company near the whole amount of keeping two vessels, which would bring four packets from, and convey four to India, quickly and securely." This was Mr. Smyth's opinion,

should be paid in England, as far as Messina, and the additional postage in India.

These packets should be cutter-built, copper-bottomed, armed, and well manned, though not of a large size. They should always be in readiness, provided with water and provisions, so as to be prepared for sailing on the receipt of dispatches, should wind and weather permit, and no delay on any account be allowed.

opinion, previous to his return to India by land, which he did in company with Mr. Irwin, of the Madras establishment. During their voyage in the Mediterranean, both these gentlemen were but too well convinced of the justice of the above remark; and I shall subjoin Mr. Irwin's words on the subject. "With this conviction
 "on our minds," says this gentleman, "it will be no
 "matter of surprise, that, in our representations to the
 "Chairman of the East-India Company, Mr. Smyth
 "and I attributed the delays we had experienced chiefly
 "to the perverse disposition and unskilfulness of the
 "Sclavonians; and earnestly recommended an establishment of English packets in the Mediterranean.
 "How punctually their dispatches might be conveyed at
 "all seasons, from any of the ports of Italy, to the
 "coast of Syria, or of Egypt, should the latter expeditious route to India be opened again, by a favourable revolution in the government of that distracted
 "country—I leave to the Directors of that important
 "body to determine." Irwin's Voyage, vol. ii. p. 204.

On the arrival of the packet at Alexandria, the Consul General for Egypt should cause the dispatches and letters to be instantly forwarded to Suez, by Arab messengers *.

At Suez, country boats should be constantly stationed, ready to take charge of the dispatches from thence to Mocha †.

These boats should be coppered, and constructed on the best principle for rowing and sailing ‡, under six feet draught of water,

* I am authorised to state this, under the opinion of Mr. Dalrymple, whose knowledge and experience give it full credit ; he thinks, “ No European messenger ought ever to carry the dispatches, except when such person is entrusted with verbal dispatches, in case of letters miscarrying, or other circumstances, as such messenger not only occasions delay and expence, but very much increases the risk of miscarriage.”

† Captain Thomas Forrest, late of the Bengal Marine, who has published several useful tracts, has informed us of the utility of using country boats, of a particular construction in narrow seas. This gentleman, with great perseverance and success, sailed on a voyage of discoveries in a small vessel of this kind, to the eastern ocean, when he visited many of the numerous islands in this dangerous quarter. See Captain Forrest's Voyage to New Guinea and the Molucca Islands, in the Tartar Galley.

‡ On this subject, I must again recur to the testimony of Mr. Irwin and Captain Forrest ; both these gentlemen agree in the utility of oars.

both

both to enable them to anchor near Suez, and to take the advantage of light winds and calms, and to sail unobstructed by the shoals and rocks of the Red Sea*. The boats should be manned by trusty black people of the Mahomedan cast, of which description Bombay affords a sufficient number, and who should be strictly prohibited from trading†.

At

* I met with a short tract of the Red Sea, translated by order of the Royal Society of London, by Sir Peter Wyche, from the MSS. of a Portuguese Jesuit, upwards of a hundred years ago. This Jesuit was well acquainted with the Red Sea, and his account agrees with all modern navigators. He observes, "Authors divide this sea into three parts, the middle is clear and navigable, not without some small islands and rocks, which appearing above water, are of little danger. The other two parts, near the two shores of Arabia and Ethiopia, are of very bad passage, full of shoals, rocks, and white coral, which in the night especially endanger passengers." Vide the Translation, pag. 58.

† The Lascars of Bombay are excellent sailors; while the unskilful management of the vessels employed by the Turks and Arabs on the Red Sea is fully ascertained by the testimony of Niebuhr, De Tot, Irwin, Bruce, &c. &c. The people who navigate these vessels are almost totally unacquainted with the common principles of the profession, and frequently on the appearance of a gale of wind

At Mocha, two Company's cruizers should be in waiting, one to sail for Bombay, and the other to the coast of Malabar.

The cruizers and country boats should be under the orders of the Bombay government, and might be conducted without additional expence, under the Marine Establishment of that Presidency. Regulations should be framed, particularly adapted to this line of service.

The dispatches of Bombay, and its northern dependencies, being separated at Mocha, from those for Madras and Calcutta, one cruiser should depart from the first-men-

wind take to their boats, leaving the ship and cargo, and perhaps the passengers, to their fate. In moderate weather they seldom lose sight of the coast, and uniformly come to anchor at night, let the wind be ever so favourable. This may appear wonderful, when we consider that Egypt was perhaps the first maritime nation, and that commerce and navigation have always been preserved in the Red Sea; even at this day, Mr. Baldwin, the Consul-general of Egypt, in a memorial presented to a committee of the privy council on the slave-trade, says, "That the trade from Cairo to Gedda, by sea, employs upwards of fifty ships of two hundred tons each, and some of one thousand tons;" and this independent of a great many smaller vessels,

tioned

tioned settlement with its dispatches, whilst the other should sail for the Malabar coast, and land the dispatches for Madras and Bengal at Cavai* or Cannanore, according to circumstances. A post-master at Cannanore† should forward them by the following route :

	Distance, in British Miles.
Cannanore to Tillicherry, . . .	12
Callicut,	42
Tanore,	25
Chitwa,	34
Dindigul‡,	156
Trichinopoly,	

* Cavai is about sixteen miles from Cannanore, and is the northern boundary of the country lately ceded by Tippoo, vide vol. i. p. 446.

† Since we came in possession of the province of Malabar, a post-office has been established by government in that quarter. The present post-master, I understand, resides at Calicut, as the centre of the district.

‡ It is to be regretted, that there is no direct communication between Palicaudcherry and Dindigul, owing to the intervention of part of the Coimbatore province, belonging to Tippoo, our tappals, or post-men, must therefore pass through our ally the Rajah of Cochin's country. Formerly, the communication with the southern provinces and Madras, from the Malabar

Tritchinopoly,	65
Madras,	268
Masulipatam,	292
Vizagapatam,	191
Ganjam,	178
Calcutta,	369
Total of British miles from Cannanore to Calcutta, .	1634
Ditto from Cannanore to Ma- dras*,	604

side, was by the way of Anjengo, Palamcottah, and Madurai—perhaps the same route is still observed; but whether this be the case or not, many improvements could be introduced, and it would become matter of inquiry whether the little port of Tutacurin, in the Gulf of Manara, and only 304 miles from Madras, might not, in certain respects, become highly conducive to the present object. There are many little harbours about Cape Comorin: an eligible spot might be chosen, and used advantageously during the height of the South-west monsoon: the subject surely demands attention, and a very slight survey of the coast ascertain whether any of the small bays or rivers in that neighbourhood, afford sufficient shelter for small vessels to run in and out during the South-west monsoon. At all seasons of the year vessels may anchor off Anjengo, or keep off and on till dispatches could be sent out by country boats, or cattamarans. Captain Hardy, in the Viper cutter, communicated with Anjengo, in July 1783, as Captain Douglas did in the Queen East Indiaman, in August 1788, having early in that month landed men at Tellicherry.

* Vide the Memoir of a Map of India, published by Major RENNELL.

By this route, letters could be delivered at Madras in seven days, and at Calcutta in twenty-two, from the period of their arrival at Cannanore, which, if added to fifty-two days and twenty hours, the time required by the statement; page 20*, makes, in all, to Madras. fifty-nine days twenty hours, Calcutta seventy-four days and twenty hours.

* This statement is made on the supposition of the packets being landed at Bombay, calculating the passage from Suez to that place at twenty-five days. The packets to Madras and Calcutta are proposed to be landed at Cannanore, instead of Bombay, by which three or four days time will be gained, and may fairly be deducted from the above calculation.—Vide difference in distance by the Chart. Besides this advantage in regard to the voyage, that from the journey is greatly superior. It will be observed, that by the present route from Bombay to Madras and Calcutta, by the way of Poona and Hyderabad, through the dominions of the Mahrattas and the Nizam, it requires twenty-six days to Madras, and to Calcutta thirty-six, for the delivery of letters; whereas by the route proposed, which is entirely through our own country, or that of our immediate dependants, excepting in regard to 180 miles of the Cuttac, betwixt Ganjam and British Orixá: letters would be delivered at Madras nineteen, and at Calcutta fourteen days earlier; a circumstance of very material importance, and alone sufficient to justify a decided preference.

Cannanore being the central point from which the correspondence from Great Britain should be forwarded to our possessions on the coast of Coromandel, Bengal, and its dependencies, so it should also be the place where the intelligence of India should be collected, before it is transmitted home. The public dispatches from Bengal, Madras, the Carnatic, and coast of Malabar, might be added, with evident advantage, to those of Bombay and our possessions to the northward.

The dispatches being closed, a cruiser should sail direct from this port to Mocha, where the country boats are proposed to be stationed, to carry them to Suez, and from thence to London, by the means already mentioned.

The postage should be paid on India letters as far as Cannanore, and the remainder received on their arrival in England. The post-masters in India, who are civil servants of the Company, and appointed by the governments there, would conduct the business in that quarter as a part of the present establishment.

To demonstrate the favourable situation of Cannanore for the purpose, it is sufficient

to

to cast an eye over the map of India *. The Malabar letters would be conveyed there expeditiously, and those from Calcutta, sent to Madras in fifteen days, would be transmitted with the Madras advices, across the Peninsula, in seven days, to Cannanore. Dispatches would then be received in London from Madras in seventy-two days eight hours, and from Calcutta in eighty-seven days and eight hours †.

It may be necessary to observe, that a small dispatch boat, during certain seasons, would be very useful on the coast of Coromandel. Advices to and from Calcutta could be transmitted to and from Negapatam in less than ten days; from whence, by a post across the country, by Trichinopoly, in four or five days, to Cannanore, would prove a considerable saving of time. The utmost punctuality should be observed in forwarding advices, whether by sea or land, from the different Presidencies, in order that they might arrive at the central spot within a day or two of

* Vide the Map of India, published by Major RENNELL.

† Or rather in three or four days less, for the reason mentioned in the preceding note, page 41.

each other, a thing perfectly practicable in India, where the regularity of the seasons would authorise calculations of this nature, to a great degree of niceness and certainty.

Should a plan be adopted of the nature proposed, a little experience of the periodical winds and currents in the Red Sea (and it is certain that our knowledge of this navigation is very circumscribed) would enable us exactly to fix the periods at which the packets from England and those from India ought to be made up at the respective stations, and finally dispatched, viz. from London towards India, and from Cannanore to England. Occasional official dispatches could be conveyed by boats ready for cases of exigency, and these to be considered as exclusive of the regular establishment.

Colonel Wood very properly remarks*,
 “ that until of late years the navigation of
 “ the Red Sea has been very little known,
 “ and as northerly winds generally prevail
 “ in the upper part of the Gulf, betwixt
 “ Judda and Suez, in which part are situated
 “ the only dangerous shoals, vessels have
 “ on that account made very tedious pas-
 “ sages, having on account of the shoals lost,

* Vide that gentleman's journal of the voyage.

“ during the night, the distance which they
 “ gained during the day. As the shoals and
 “ channels begin at present to be very well
 “ known, this will no doubt greatly expedite
 “ the passage up the Red Sea.”

The only chart that can be at all depended on of the Red Sea, and particularly of the upper part of the Gulf, from Cape Mahomed to Suez, has been published by Mr. Faden, but notwithstanding, much is yet required to form a correct chart. - A survey of this sea would not be unworthy the public spirit and patronage of the East-India Company.

Pliny, in his Nat. Hist. Lib. VI. Chap. XXIII. informs us, that the Romans were well acquainted with the periodical winds in the Red Sea, and the monsoons in the Indian Ocean. In sailing for India, they left the port of Berenice, on the Red Sea, in the summer months, when the wind blows from the North, and made the coast of Malabar in the South-west monsoon, which they met without the Straits of Babelmandel. They returned across the Indian Ocean with the North-east monsoon, when they met with a Southerly or South-west wind on their entering the Red Sea. Mr. Bruce, the celebrated

brated traveller, who has made many judicious observations on the Red Sea, from Cape Mahomet to the Island of Perim, remarks, “ That it is known to all those who
 “ are ever so little versant in the history of
 “ Egypt, that the wind from the North
 “ prevails in that valley all the summer
 “ months, and is called the *Etesian* winds;
 “ it sweeps the valley from North to South,
 “ that being the direction of Egypt and of
 “ the Nile, which runs through the midst
 “ of it. The two chains of mountains which
 “ confine Egypt on the East and West, constrain the wind to take this precise direction.

“ We may naturally suppose the same
 “ would be the case in the Arabian Gulf,
 “ had that narrow sea been in a direction
 “ parallel to the land of Egypt, or due North
 “ and South. The Arabian Gulf, however,
 “ or what we call the Red Sea, lies from
 “ nearly North-west to South-east from Suez
 “ to Mocha. It then turns nearly East and
 “ West till it joins the Indian Ocean at the
 “ Straits of Babelmandel. The *Etesian*
 “ winds, which are due North in Egypt,
 “ here take the direction of the Gulf, and
 “ blow

“ blow in that direction steadily all the sea-
 “ son, while it continues North in the valley
 “ of Egypt; that is, from April to October:
 “ the wind blows North-west up the Ara-
 “ bian Gulf towards the Straits; and from
 “ November till March, directly contrary,
 “ down the Arabian Gulf, from the Straits
 “ of Babelmandel to Suez and the Isthmus.
 “ These winds, which some corruptly call
 “ the *trade-winds*, is a very erroneous name
 “ given to them, and apt to confound nar-
 “ ratives, and make them unintelligible. A
 “ trade-wind is a wind, which all the year
 “ through blows, and has ever blown, from
 “ the same point of the horizon: such is
 “ the South-west south of the line in the
 “ Indian and Pacific Ocean. On the con-
 “ trary, these winds, of which we have now
 “ spoken, are called *monsoons*; each year
 “ they blow six months from the northward,
 “ and the other six months from the south-
 “ ward, in the Arabian Gulf: while in the
 “ Indian Ocean, without the Straits of Ba-
 “ belmandel, they blow just the contrary,
 “ at the same seasons; that is, in summer
 “ from the southward, and in winter from
 “ the

“ the northward, subject to a small inflection to the East and to the West.

“ It may be necessary here to observe, that
 “ a vessel sailing from Suez, or the Elanitic
 “ Gulf, in any of the summer months, will
 “ find a steady wind at North-west, which
 “ will carry it in the direction of the Gulf
 “ of Mocha. At Mocha, the coast is East
 “ and West to the Straits of Babelmandel,
 “ so that the vessel from Mocha will have
 “ variable winds for a short space, but
 “ mostly westerly, and these will carry her
 “ on to the Straits. She is then done with
 “ the monsoon in the Gulf, which was from
 “ the North, and, being in the Indian
 “ Ocean, is taken up by the monsoon which
 “ blows in the summer months there, and
 “ is directly contrary to what obtains in the
 “ Gulf. This is a south-wester, which carries the vessel with a flowing sail to any
 “ part in India, without delay or impediment. The same happens upon her return home. She sails in the winter months
 “ by the monsoon proper to that sea, that is,
 “ with a North-east, which carries her
 “ through the Straits of Babelmandel. She
 “ finds,

“ finds, within the Gulf, a wind at South-
 “ east, directly contrary to what was in the
 “ ocean; but then her course is contrary
 “ likewise, so that a south-easter, answering
 “ to the direction of the Gulf, carries her
 “ directly to Suez, or the Elanitic Gulf, to
 “ which ever way she proposes going. Hi-
 “ therto, all is plain, simple, and easy to
 “ be understood; and this was the reason
 “ why, in the earliest ages, the India trade
 “ was carried on without difficulty.”

It is rather singular that Mr. Bruce, like many others, applies the term Arabian Gulf to the Red Sea. Modern navigators, and most books written on the subject, hold the Arabian Gulf to be the sea which separates the coast of Arabia from that of India; and this distinction appears to be just. What Mr. Bruce mentions as the South-west trade-wind to the southward of the line, is certainly meant for the South-east, which blows constantly between twelve degrees and thirty degrees South, and which from the end of May to the middle of September extends nearly to the equator; the remainder of the year the North-west winds prevail. The South-west monsoon, which blows to the

northward, never reaches the line, and consequently does not prevail to the southward of it.

The Etesian winds, says Mr. Bruce, blow in summer from the North, through the Valley of Egypt, and ancient Egypt, in the times of the Persian monarchy, we understand from Strabo, did not extend to the shores of the Red Sea, but was considered merely as that valley which the Nile covers with its waters, and sheltered within-side by a chain of mountains, approximating in some places within eight miles, and at others still considerably nearer. The position of these mountains in a parallel direction almost North and South, acts as a kind of funnel, and accounts for the long course of Northerly winds met with in the higher part of the Red Sea, where the wind, either set at liberty by the openings of the mountains, or thrown off by the eastern range, takes the direction of the Red Sea, and carries its influence as far as the line of direction will allow, that is, to the twenty-first degree of North latitude. Here it meets the South-east monsoon, which blows strong from the entrance of the Gulf eight months in the year,

year, taking in the same manner the direction of the Red Sea, as high as Juddah: these opposite winds create a confused short sea, which renders the in-shore channels more proper than the middle one, both for the navigation and the rowing of a small vessel.

There is only one channel in the Red Sea proper for vessels of burthen, and even that is not without considerable danger, from being so little known to European navigators. The Arabian coast, from the Straits of Babelmandel to Mocha, is bold and free from rocks: above that, on the same side, it abounds with numberless shoals, low islands, rocks, and intricate channels. The western, or African shore, is much more free from these obstructions, and consequently safer. Its harbours have the peculiar advantage of being clear of bars and banks of sand, which choak up almost all these on the western side, and which may reasonably be supposed to proceed from the set of the current and the numberless low sandy islands, which from being continually agitated, collect in great quantities, and occasion the evil complained of.

The harbours in the dominions of the Imamum of Saana, or province of Yemen, bounded on the North by Ras Heli, in latitude eighteen degrees thirty-six minutes North, is by far the most eligible for the resort of Europeans. The intercourse particularly with the English and other trading nations, has given his subjects a more liberal turn of mind than the Arabians of the Hejaz, and which circumstance is considerably assisted by the mild and lenient government of their Prince, who cherishes the principles of commerce and universal benevolence. The harbours of note in his dominions, are Mocha, Lohica, and Hoddeda, where water and refreshments of all kinds may be had. In the districts of the Hejaz are situated the ports of Juddah, Yambo, Konfodah, and El-Har; in all of them, particularly the last, refreshments are procurable, but the attempt to procure them is attended with difficulty and danger. After entering the Gulf of Suez, the harbour of Tor affords good anchorage and excellent water. On the western shore, there are several small islands that afford anchorage, some water, and a little wood: the principal are the islands

of Mafuah and Dahalac, and the harbours of Suakem and Cofire. The river Frat is not clearly afcertained, but fupposed to be a navigable river oppofite to Juddah, from which, if exactly explored, many advantages might be derived. At moft of thefe places water is to be had; fheep, fowls, and fome vegetables, goats, and other refrefhments. The northerly winds that prevail fo long in the higher part of the Red Sea, and the difficulty of entering the Hireipolitic Gulf, at certain feafons, would render a good underftanding with the people of Cofier particularly ufeful. Cofier is the firft town in Upper Egypt*, and is much frequented by trading veffels from Juddah and other parts of the gulf, particularly for transporting grain from the fertile countries of the Nile to the coaft of Arabia, where it is in great demand: it is fituated in twenty-fix degrees feven minutes twenty-one feconds, North. Almoft due Weft, not diftant more than one hundred miles, ftands Ghinna, on the banks of the Nile, to which place a frequent intercourfe is maintained by means of caravans that collect in its neighbourhood from Syene Efne and the parts adjacent, in the kingdom

* Appendix, K.

of Upper Egypt. The passage from thence down to Cairo would be speedily accomplished with the stream of the river, in place of crossing the Defart of Thebais, an extent of three hundred and twenty miles over barren sands, infested with robbers and banditti. Packets navigating above Juddah in the months of September, October, and November, could land their dispatches at Cosier, to be forwarded to Cairo; and by this means, (it being rather difficult to enter the Straits of Suez by Ras Mahomed, from the wind blowing in the direction of this narrow gulf) save a considerable time; and afterwards proceed on with duplicates to Suez, to be in readiness to return to India with intelligence from Europe. It may not in this place be either unnecessary or unacceptable to explain something of the nature of the monsoons in the Indian Ocean, and on the continent especially, as it has so frequently occurred in the course of this work, and is so evidently connected with it.

The word monsoon is taken from the Malay language, and signifies a season. In India, amongst sea-faring people, it means the periodical winds, which are denominated

nominated according to the quarter from which the wind blows, such as the South-west or North-east monsoons. At land, the word monsoon is applied as a general distinction between the seasons: viz. the periodical rains and the dry season, by prefixing, as is the case with sea-faring people, the quarter from which the wind comes when the change takes place. The periodical rains in India commence at different periods in different parts of it, and even in the same parallels of latitude: in general their setting in is attended with heavy storms of wind accompanied by thunder and lightning. The first fortnight is by much the most severe and the rain is almost incessant. After this period the violence of the monsoon is over, and between the showers, the air is agreeably cool and the country pleasant. On the western side of India the Ghaut Mountains run in a direction parallel with the coast, from Cape Comorin to the latitude of Surat, and from thirty to fifty miles inland, which forms the coast of Malabar, the Concan, &c. On the eastern side there is a similar range, but more distant from the Bay of Bengal: the territory situated between the

bay and these mountains is generally termed the Carnatic : the intermediate space between these two ranges forms the kingdom of Mysore, the districts of Tippoo, the Mharattas, and Nizam. The monsoon approaches from the South and West, and I should apprehend that the island of Ceylon is the first visited by the periodical rains, in the beginning of May. The cause of these rains is the violent exhalations in the vicinity of the equator, propelled by the strong West winds from the coast of Africa : these clouds, pregnant with rain, are broke in their easterly course by the lofty mountains of the Ghauts, where they are attracted, and hover for a certain period till the lower country is completely overflowed. The rains commence in the latitude of Cochin, Calicut, and Tellicherry, from the 15th to the 20th of May, and as the clouds have to travel to the northward, they are something later in higher latitudes : for instance, at Bombay and Surat the rains do not set in till the 10th or 15th of June, which is generally the commencement of the rainy season all over the Guzarat. It would appear that the clouds having performed their functions on the western side, pass over to the eastern side,

side, also by the attraction of the mountains; for the Carnatic, has not the benefit of the rains till the 24th of October, at the time they have entirely ceased on the western side of India. The reason of this, is, the clouds being stopped in their easterly direction by the Ghaut mountains, and for a time attached to them, find a difficulty in passing over the elevated countries of Tippoo; and when this is effected the rains are not so violent as on the Malabar side, from the quantity of rain expended on the first approach of the monsoon from the South-west. The middle country, or table land, partakes of both monsoons; but the rains are not so heavy as in the low country. The immense torrents that rush from the mountains, and the clouds dashing against them, make the fall of water and the quantity much greater than in the elevated plain: the rains all over the Peninsula last with more or less violence for about four successive months, during which time the grounds are tilled for grain; and in September or October the crop is gathered in. From this circumstance the kingdoms situated between the Ghauts are not so productive of rice as the low countries of Malabar

bar and the Carnatic: other grains that do not require so much moisture, are the abundant produce of these climates. On the coast of Malabar and to the northern extremity of the Indian Ocean, or rather the Arabian Gulf, the South-west wind prevails during the rainy season, and is therefore termed the South-west monsoon. During the fair weather the North-east is the prevailing wind, although during the season, which is termed the North-east monsoon, strong southerly and north-westerly winds have their proportion: the former from the end of April to the beginning or middle of June, and the latter in the months of February, March, and part of April. At Calcutta the rainy season commences about much the same time as at Surat and Bombay: viz. the 10th or 15th of June. The reason of this is evident: about the latitude of Surat, the country getting quit of the lofty mountains of the Ghauts, opens on all sides, and gives a free passage to the clouds; they continue their northerly course till they are checked by the mountains of Rungpore. It is also pretty certain, that the clouds interrupted in their course by the high island of Ceylon, are broken,

broken, at which time a division of them find their way up the Bay of Bengal towards the Ganges. The continuance of the rains in Bengal is also about four months, during which time the South-west winds prevail in the Bay of Bengal, as does the North-east during the fair weather monsoon.

To resume the subject before us it will, it is to be presumed, be no inconsiderable inducement to give the plan which I have proposed a fair trial, should it appear that it may be done at a very moderate expence to the Company.

The Directors now avail themselves of the regular posts on the Continent, for the conveyance of their dispatches by Vienna to Constantinople.

The same mode might be adopted, with no increase of expence, for conveying their dispatches to Messina.

It is necessary that an Agent should be appointed at Messina, to have under his charge two or three packet-boats*, for the conveyance

* The packet boats in the Mediterranean should be from 70 to 80 tons; those between Suez and Mocha of a smaller construction. I am inclined to think that a vessel

ance of the dispatches from thence to Alexandria, and for bringing back those forwarded to that port from India.

The expence of forwarding the dispatches through Egypt to Suez must be inconsiderable. The Company have at present an active and experienced Agent at Cairo, who would undertake this office.

The packet-boats proposed to be employed in the Red Sea, and the cruizers between Mocha and the Malabar coast, may be included under the existing Marine Establishment at Bombay, without any additional expence.

Post-masters are already stationed through India; and any small addition to their establishment would be reimbursed by the inland India postage*.

It

vessel something on the model of the Tartar galley, or nearly on the same principle, and drawing about three feet and an half or four feet water, would answer the purpose. See Captain Forrest's description of the Tartar galley, in his Voyage to the Molucca islands.

* The postage on inland letters must, if attended to, prove a source of considerable revenue to the Company, when conducted through our own territories. The postage, as now settled, is for a single letter,

From

It will appear from this statement, that the only material expence in the plan would be what might be thought fit to allow for the establishment at Messina. I am so anxious to promote the success of this plan, and so fully persuaded of its public advantages, that I should be far from impeding its attempt, by any private considerations; and shall never hesitate to confide in the candour and liberality of the Court of Directors for reward, should my efforts be found to deserve any.

“ It will naturally be supposed, that no-
 “ thing, excepting the fear of incurring a
 “ very heavy expence,” says Colonel Cap-
 per, in his Observations on the Passage to
 India, “ can prevent or retard the execution
 “ of a plan founded on both policy and hu-
 “ manity; but it may easily be proved, that
 “ if an Act of Parliament should pass to esta-
 “ blish a post for India letters, Government

	Rs.	Qrs.	Penns.
From Bombay to Poona - - -	0	0	50
Tulajapour - - -	0	1	50
Hydrabad - - -	0	2	0
Masulapatani - - -	0	3	0
Madras - - -	1	0	50
Ganjam - - -	1	1	0
Calcutta - - -	1	2	25

And in proportion for those of a greater weight.

“ or

“ or the East-India Company, might gain
 “ considerably by it. It is unnecessary to
 “ enter into a long series of calculation to
 “ prove the truth of this assertion ; but if
 “ Government will only give its sanction
 “ and support to the plan, many individuals
 “ may be found who will make the neces-
 “ sary advance of money, and, in short, de-
 “ fray the whole expence, upon being al-
 “ lowed to receive only a reasonable postage
 “ on the letters.

By the several ways of the Cape of Good
 “ Hope, Suez, and Buffora, we shall be able
 “ to send dispatches to and from India at all
 “ seasons ; but being excluded from any one
 “ of them, there will be an anxious interval
 “ of some months in every year, when we
 “ shall be mutually ignorant of what is pass-
 “ ing in the different countries. To have a
 “ constant succession of intelligence esta-
 “ blished, almost as regular as our posts at
 “ home would be, but at a very trifling if any
 “ expence, would afford general satisfaction
 “ to every person concerned in India affairs ;
 “ and, at the same time be productive of
 “ innumerable advantages both to Govern-
 “ ment and the East-India Company.”

INSTRUCTIONS

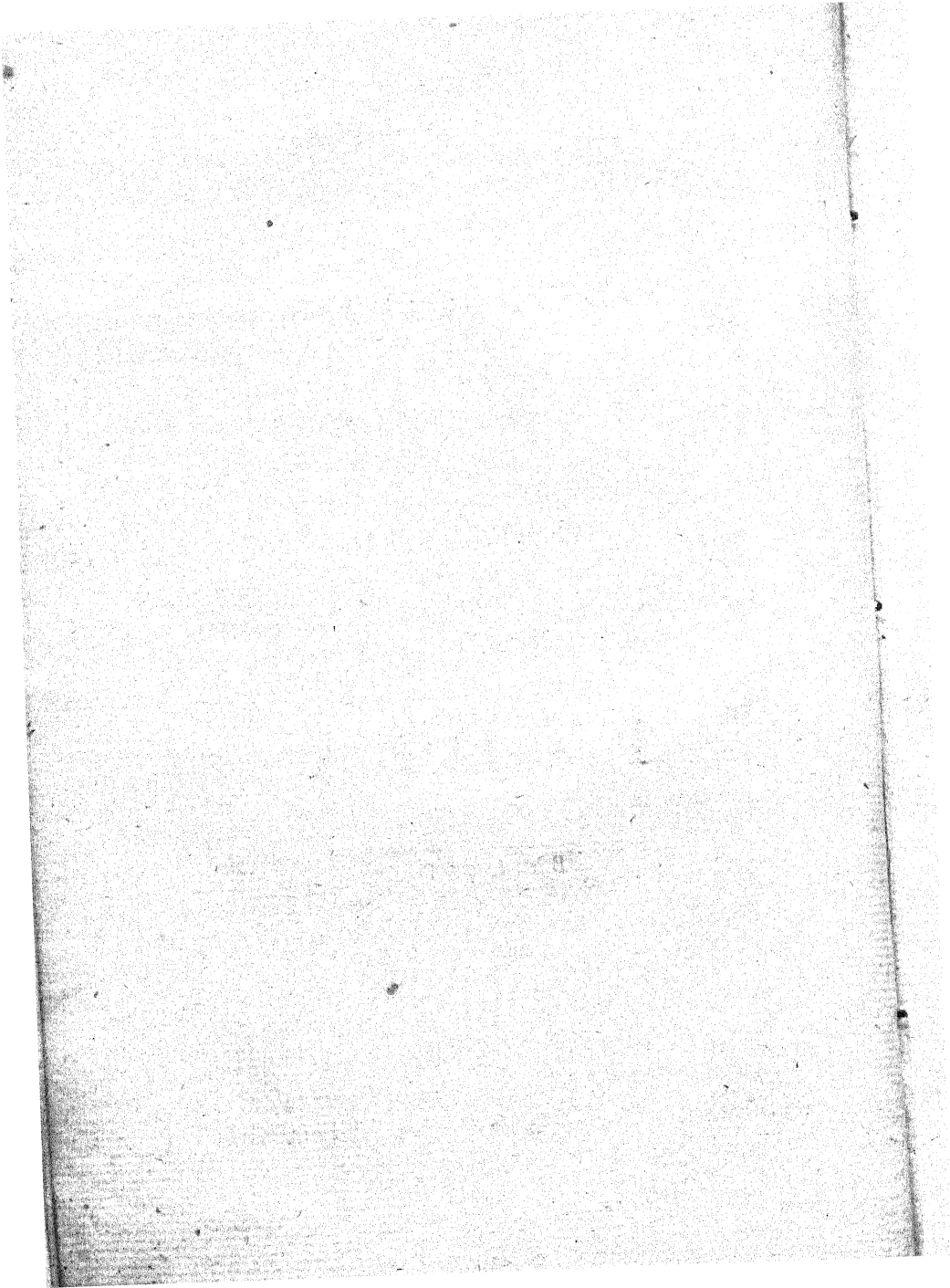
FOR

GENTLEMEN

PROCEEDING TO

INDIA

BY LAND.



INSTRUCTIONS,

Ec. Ec.

THE nature of the over-land journey to India differing so widely from the common mode of travelling in Europe, it becomes necessary to explain in what manner a gentleman, who prefers this mode to a sea voyage, should prepare himself for it. In order to observe both precision and perspicuity, it may not be improper to treat the subject under the following heads :

1st. Of money requisite for the journey.

2dly. Equipment necessary for it.

3dly. Preservation of health, and remedies to be applied in disorders incident to hot climates.

- 4thly. Mode and expence of travelling.
- 5thly. Season of the year most proper to commence and prosecute the journey. And,
- 6thly. The choice of various routes through Europe to India, to enable the traveller to select the one most convenient or agreeable : with observations on the various coins met with on the journey, &c.

By observing this arrangement, I shall be enabled to give every requisite information, and assist the traveller to set to work with as much ease and satisfaction, as if he had already made the journey out and home.

1st. OF MONEY REQUISITE FOR THE JOURNEY.

It is to be considered in what manner the traveller proposes to accomplish his journey, since the modes of doing it are more or less expensive, according to the circumstances attending it. Should he prefer a post-chaise through Europe, and a hired caravan by the route of the Great Desert, the expences for one person would amount to nearly the sum of 900*l.* though for a party of three or four, an addition of 300*l.* to that sum would be sufficient. On a more moderate scale, and without a hired caravan, or the expence of hiring a vessel, which is included in the above statement, about 200*l.* would answer the purpose, and with a party of three, 500*l.* By the way of Egypt, with a servant, 210*l.*, and with another gentleman, but without a servant, 300*l.* for both : There is yet a more moderate plan, which will be noticed in a future place. I would however advise a traveller to have rather more than less than these sums, and to have fifty or a hundred pounds to spare, rather

than run the risque of wanting money in a strange country. But, as carrying about large sums of money in specie must always prove detrimental to the interest, and sometimes fatal to the person of a traveller, it is a matter of the first importance to be properly secured, in regard to his letters of credit. The distance between Great Britain and India is very great, and the means of procuring cash not only difficult but precarious. There is besides the inconveniency and impropriety of carrying a quantity of specie, much trouble in exchanging and adjusting the variety of coins met with in the course of so long a journey ; not to mention the evident loss which it always occasions ; it becomes therefore highly necessary to point out the means by which every unpleasant circumstance may be avoided ; and fortunately there is a mode by which the traveller may find as little difficulty in his pecuniary arrangements, as if he lived in the great metropolis of London.

In the prosecution of this object, I was led, in the first place, to consider of those houses whose stability and extended credit over the continent of Europe, best entitled them

them to distinction. From the benefit that I had myself experienced in the course of my journey, it immediately occurred that the houses of Herries of St. James's Street, and Hammerley of Pall-Mall, and which I understood were formerly connected, had already established a connection with the first bankers in most of the principal cities in Europe, and that the chain might be more and more extended through the whole of different routes, which I have laid down for the selection of a traveller.

This plan, which has been proved by the experience of its utility for many years, is practicable, easy, and convenient, and provides the traveller against all trouble, risk, and uncertainty; and as I feel infinite satisfaction in recommending a scheme which has been not only so useful to myself and the public, but which may become particularly so to my brother officers and gentlemen resident in India, I cannot do better than transcribe it for their use. I annex the printed plan of Hammerley and Co. which is now before me *, because it contains considerably the greatest number of places,

* Vide Appendix, L.

2dly. EQUIPMENT FOR THE JOURNEY.

Great care must be taken to avoid every thing superfluous and unnecessary, and to take with you only what is absolutely wanted. Provisions intended for sea-stock during the voyage in the Mediterranean, or to be used during your stay on the Desert, must be such for the sake of carriage, as contain the greatest portion of nutrition in the smallest possible size.

Tea and sugar are indispensable articles, as also coffee, which is always to be had, and consequently unnecessary to lay in a great stock of it, excepting on the Desert, where it is not procurable. Salop, sago, portable soup, juice of lemons, allum, spices, and salt, are also necessary, with a small quantity of good Madeira or other wine.

It is calculated that one ounce of powdered salop, and the same quantity of portable soup, put into two quarts of boiling water, is equal to the support of nature for a day. This may be rendered perfectly palatable by the addition of spices or essence of celery :
from

from these data, the quantity of each required can be easily found. The nutritive quality of spice is unquestionable, and one pound of good portable soup cakes contains the essence of twelve pounds of meat. Salop, in cases of emergency, may be used with cold water only; which, with a little wine, sugar, and cinnamon, is by no means unpleasant. At Aleppo and Cairo, in the cold season, you will be provided with potted meat of different kinds, and cold victuals of any kind in the months of December and January, will keep sweet for a fortnight.

To the Desert you may look for plenty of hares, now then wild fowl, with a little mutton; and some fowls occasionally, from the few villages met with between Aleppo and Buffora. The Arabs will provide you with cakes made of barley-flour, and supply you with a small quantity of camels' milk, and with fresh dates in abundance, which are pleasant and palatable.

Lemon juice, or essence of lemon and water, is a cooling and an agreeable drink, and extremely refreshing in sultry weather. Allum will purify and cleanse your water;

* Appendix, M.

it is of a nature equally cooling and bracing. The proportion is about a quarter of an ounce of powdered allum put into seven gallons of water, which though ever so thick, will become in less than two hours clear and wholesome.

In regard to baggage, I would recommend as little as possible; and even in the most expensive way of travelling, the following articles, in addition to those already mentioned, including the articles on the person, would be sufficient.

A hat and travelling cap,

Two coats, one dark waistcoat, and three white ones,

One dozen shirts,

One dozen pair of stockings,

Two pair of pantaloons, and one pair of black silk breeches,

One pair of shoes,

Two pair of half-boots,

Black stock,

Six white cravats,

A great coat,

A pair of good plain-mounted pistols,

A pair of small pocket ditto,

A fowling piece,

A small

A small drinking mug,

A tea pot, and to be used as a coffee biggin,

A tin boiler,

A deep dish with a cover, in which you dress or warm up your victuals,

Tea cups,

Powder, ball, and small shot,

Plates, knives, forks, and spoons,

A compass,

A spy glass,

A thermometer,

A sextant,

Phosphorus matches,

Medicines,

Bedding, to be put up in a painted canvas bag,

Writing materials, razors, combs, &c. put up in a small convenient box.

On your arrival in Egypt or Asia, you must provide yourself with a scimitar, and complete Turkish or Arab dress, and not be unmindful of warm under-cloathing, for during the night and the morning it is extremely cold. The head and feet should in particular be kept warm.

All the articles mentioned, may, very easily

easily be put up in a small compass, and increased according to the number in the party. The wine is the only thing of a bulky nature, and to avoid its being so is totally impossible: the best way is to be sparing and moderate in the use of it. One thing you must be reminded of, that you cannot depend on either good wine or good tea, after leaving Europe; all the Levant wines are sweet and cloying: those of Syria full of sediment, poor, and without flavour. To a traveller who means to be economical, many articles in the foregoing list must be dispensed with, and which must be reduced to the following:

One coat and waistcoat, with six shirts,

A hat and travelling cap,

A black stock,

Two pair of half-boots,

Two pair of strong pantaloons,

A great coat,

Bedding, to consist of a carpet, a blanket,
and coverlid,

Six pair of stockings,

A pair of pistols and short fowling piece
to sling over the shoulder, with the ne-
cessary ammunition;

A drinking

A drinking mug,
 Tea pot to be used as a coffee biggin,
 A dispatcher,
 A pocket compass and small spy glass,
 A knife, fork, and spoon, in a case,
 A few medicines,
 A razor, strop, soap, paper, and writing
 materials, put up in a small compass,
 Articles of living, as few as possible, with-
 out wine.

All these must be packed up in the smallest
 way possible, and I would prefer a strong
 bag to any other mode of conveyance. On
 the arrival of the traveller in Asia, he must
 disencumber himself of all his European
 dress and any other superfluities, and until
 his arrival in India, wear nothing costly or
 attractive: a stranger may in this manner
 reach India in the most perfect security.
 Should he prefer a more magnificent style than
 either of those I have pointed out, it also may
 be accomplished by the means of much addi-
 tional expence.

It will require little ingenuity to discover
 the mode by which the expence may be en-
 hanced: it will be done by multiplying *ad*
libitum

libitum the number of servants, tents, camels, horses, and luxuries for the table, with a long list of articles both expensive and unnecessary, and tending to stimulate the passion of avarice when it ought to be suppressed.

PRESERVATION OF HEALTH.

The preservation of health is a subject of very serious importance to a traveller, and more especially in a situation where medical assistance cannot at all times be procured. The countries through which you pass in your way to India are productive of endemical disorders, which, with a little care, are fortunately of a nature to be guarded against. Prevention will in this situation be found better than cure; and abstinence from heavy meals, and temperance in drinking, especially of spirituous liquors, to be the simplest and best assistance to nature. At the same time, good living, warm clothing, and comfortable lodging, when procurable, are powerful auxiliaries, and wine of the best quality, used in moderation should never be omitted by a man in health under the fatigues of a journey. An infusion, or the tincture of bark, gentian, chamomile, orange-peel, or Stoughton's Elixir, used morning and evening are excellent preventative medicines: and if care be taken to keep the body cool by salts or other laxatives,

laxatives, little danger can be apprehended from a short stay in any climate that I have ever experienced.

In our own country, as well as on the continent of Europe, the easterly winds bring on diseases, more especially during the autumn. They consist principally of fevers, fluxes, and aguish complaints. The Campania of Rome, during the summer, when the wind is from the South, is particularly unwholesome and inevitably brings on the intermitting fever. Travellers should, if it lie in their route, make all expedition through it, and especially avoid remaining all night on the road; but it is a general maxim that every low situation is unhealthy, especially in the neighbourhood of swamps and marshes: these, if possible, should be avoided by every traveller, and where an option is left, dry elevated situations be always preferred. The air of Egypt, from the month of May to September is noxious to strangers, especially to those of a bilious habit: its vicinity to the Desarts not only of Arabia but of Africa, over which the South or Samiel wind blows for fifty days, is the principal reason of fevers and fluxes being so prevalent at that season of the

the

the year: the same remark is applicable to Mocha on the Red Sea, when a periodical sickness prevails during that time. At Scanderoon, and almost all the harbours of the Levant, the inhabitants are liable to intermitting fevers; especially during the months when the exhalations are most prevalent.

It is a fact, long since established, that a current of wind, after having traversed a considerable plain, whether of dry loose sand, or of marshy grounds, imbibes pestilential qualities. For this reason, the Desarts of Arabia and of Africa, from being so much heated by the sun, must be liable to a noisome vapour in a peculiar degree. It is, however, observable, that the diseases arising from this cause are by no means inflammatory. The neighbourhood of Bussora is particularly subject to disorders, occasioned by the Arabs breaking down the banks of the Euphrates, and thereby in revenge to the Turks, inundating the country in the vicinity of the town, the exhalations whereof prove extremely destructive to the inhabitants. This was the case on my arrival in 1789, as the meagre and ghastly looks of the people of all ranks sufficiently verified.

From

From every observation and inquiry that I have been able to make, inflammatory disorders are those which the least likely to be experienced in the over-land journey. On the other hand, fevers of the remitting and intermitting kinds, and fluxes, are those the most to be apprehended. These are the epidemic and endemic disorders of the East, when their contagion is propagated by the powerful influence of the sun, operating on the humidity of the earth, and becoming more or less malignant, according to the nature of the soil, where the effect of heat and moisture is produced. The season of the year and current of the wind has also a considerable share in the formation of these disorders; and the autumn brings with it fevers extremely dangerous to European constitutions in hot and unhealthy countries.

This being the case, and as bleeding, in the hands of an unskilful practitioner is always dangerous, it ought never to be resorted to; and the only medicines I would advise a traveller to provide himself with in order to repel the attacks of remitting and intermitting fevers, should be, the best red Peruvian bark, tartar emetic, and some antimonial

antimonial medicines, with a few blisters, to which I would add some of Dr. James's powders. It is also necessary in cases of wounds to be provided with some Turlington's drops, or Friar's balsam.

It would naturally, and very properly too be considered, great presumption in me to advise the application of these medicines, as in this instance I should myself have had recourse to an able and intelligent guide: and I cannot do better than transcribe the practice recommended by the late Dr. James Lind.

Dr. Lind observes, that though a fever is so frequent and common a disease, yet is there perhaps no one so difficult to characterize and define by infallible criteria. An increased velocity of the circulating blood has been supposed to constitute the very essence of a fever: but in some fevers, of which he should have occasion to treat, the pulse gives no certain criterion of its nature, nor any indication of danger in the disease. In his opinion, a fever can no otherwise be defined, than as an indisposition of the body, attended commonly with an increase of heat, a thirst, often with a head-ach, more frequently with a remarkable quickness of the pulse, or at

least, a great change from its natural state ; and for the most part with various other symptoms of distress, which in a few days terminate in a recovery, a remission, or death.

Fevers may with propriety be classed into intermitting, remitting, and continual. An intermitting fever leaves the patient free from all symptoms of the fever during its absence or intermission. A remitting fever has irregular or imperfect intermissions. A continual fever has not any perceptible intermission.

Each of these fevers, whether intermitting, remitting, or continual, may be either attended with the usual and gentle symptoms, or they may be accompanied with violent, dangerous, and fatal symptoms, and hence be denominated malignant.

Again, in all those three kinds of the bile, either pure or mixed, be copiously or frequently evacuated, by vomit or stool: the fever is said to be bilious, and there is sometimes a pain attendant on that evacuation, felt on the seat of the liver.

A yellow colour of the skin is observed, not only in common intermittents, but frequently also in other fevers: sometimes denoting,

denoting, as in contagious fevers, their malignant nature ; at other times, an universal dissolution of the blood and humours ; and frequently accompanying gentle discharges of bile and a diseased liver.

Intermitting fevers are called quotidian or tertian, according as they renew their attack every day, or every other day ; and the term double tertian, as made use of in the general sense, signifies that the patient has two fits, one commonly slighter, the other more severe, in the space of forty-eight hours.

The chief objects of attention in all such fevers, are the contents of the stomach and intestines. Immediately upon the patient's first complaint, and during the first hours of the fever, while perhaps he is only chilly, or complains of alternate fits of heat and cold, the intestines should be cleansed, either by a purge of manna with tinctures of senna, or by an oily and purging clyster.

In a journey of such extent, diseases may arise according to the climate and countries passed : I have therefore endeavoured to select a few observations that may serve as a medical guide to the traveller, from Lind and other celebrated authors ; and, Dr.

Rowley, who has travelled in all climates, has favoured the author with the following short sketch of managing the disorder, that most commonly happen.

Colds

Are common to all countries, from morning and evening air. The best remedy is a few drops of Dr. James's powder; bathing the feet before going to bed, in warm-water with a little salt, or in sea-water.

Coughs.

Coughs succeed colds. If violent, bleeding is necessary; if not, a purge first, and then a little honey or syrup, and tincture of opium may be useful: 120 drops of the latter to two ounces of the former; a tea-spoonful three or four times a day.

Fevers.

If not of the infectious kind; but if inflammatory, bleeding, Dr. James's powder every six hours in small doses, and half an ounce of nitre dissolved in a quart of water, as drink will soon remove the complaint.

If

If delirium, and other dangerous symptoms should attend, blistering the back, camphor and powdered snake-root will be proper, six grains of the former and fifteen of the latter, every four or six hours. The intestines always to be kept open by a little salts and manna, magnesia and rhubarb, or fenna tea.

Intermittent Fevers or Ague

Are known by their commencement with cold shiverings, succeeded by heat, and lastly, perspiration: the fever then ceases for one, two, or three days, and then returns in the former manner.

Cure.

At first, half a paper of James's powder may be taken a little before the expectation of the fit, which may vomit and purge; but a much milder way, and more adapted to hot climates, is to give twenty grains of rhubarb and forty of magnesia in a little water.

After the stomach and bowels have been cleansed, a scruple of extract of bark with the resin, may be taken every hour, or every

two hours during the intermission, formed into four pills, and fifteen drops of the acid elixir of vitriol, mixed in three table spoonfuls of wine, or brandy and water.

These modes commonly cure the disorder: but if not, a grain or two of calomel, and fifteen grains of rhubarb must be taken occasionally to remove visceral obstruction.

If the acid should disagree, one grain of white vitriol should be dissolved in a table spoonful of water; and two tea-spoonfuls added to each dose of the bark, instead of the acid of vitriol.

These methods generally prove, in a short time, successful.

Low Nervous Fever.

Known by a white tongue, great debility and dejection of spirits, is common in moist weather and in autumn.

Cure.

Opening the bowels with rhubarb and calomel, or magnesia.

Then the bark as in the intermittent fevers, or ague, is to be given daily, three or four times,

times, without any regard to the quick pulse or heat ; thousands have been thus cured.

If the skin be dry, Dr. James's powder, the antimonial wine, &c. may be given ; but not longer than merely to open the skin.

After opening the pores of the skin by James's powder, and the bowels by twenty grains of rhubarb and two grains of calomel, it is an excellent practice to exhibit the bark and acid of vitriol as early as possible.

The next day a return of the fever is to be expected, unless a sufficient quantity of bark has been taken. In this case, the antimonial medicines are to be repeated during the continuance of the fever : and if the head-ach be violent, or the patient be threatened either with a delirium or coma, a blister should be applied to the back. Recourse must be again had to the bark, as soon as the fever leaves the patient, and to that medicine, if he is much weakened by preceding fits, some snake-root or camphire may be added.

All saline remedies, unless in the true inflammatory fevers, are inconsistent practice, as the following fourteen erroneous practices

fully determine: these sceptic remedies stand foremost in the catalogue, which is as follows:

Exceptionable Practices in Putrid-tending Fevers and Diseases.

1. Bleeding.
2. Nitre, or cooling salts.
3. Vomiting more than once.
4. The detaining patients in bed, if avoidable.
5. Blistering, unless in certain cases of delirium.
6. Promoting too much perspiration.
7. Checking salutary purgings suddenly by opium.
8. Not carefully cleansing the putrid ulcers of the throat, or the fur of the tongue.
9. Suffering the patients to sleep too much.
10. Not freely admitting fresh air, which is of the greatest importance.
11. The giving animal broths, milk, &c.
12. Volatiles.
13. The depending on trifling saline draughts, &c.
14. The

14. The not administering the bark in the very early stages of putrid fevers, with acid of vitriol, &c.

In the absence of fever nothing can save the patient but wine, acid of vitriol, bark, and snake-root; but it must be observed, that travellers commonly have a compendious medicine chest.

In Dr. Rowley's remarks on the modes of treatment in the cure of putrid-tending infectious fevers, the following may be worthy of attention:

From the decided conviction attending many hundreds in the diseases called putrid, it may be affirmed that thousands have perished, and do perish, through the prejudices imbibed from Boerhaave's and other subsequent systems; and it is likewise affirmed, that as many thousands may be saved by relinquishing those prejudices.

After freely delivering these sentiments on disorders that have made, and do make such dreadful havock amongst inferior mechanics, soldiers, sailors, and even amongst the higher classes, while infectious diseases spread their destructive influence, the simple and consistent

sistent modes of cure that have proved so very successful, shall be faithfully delivered.

The fevers, called putrid, are those in general that are infectious, capable of spreading their baneful influence from the infected patients to persons not infected; who likewise in certain stages of the disease communicate the fever to others, and thus, it may be justly called an epidemic acute feverish disease, arising from the reception of air contaminated with putrefactive particles.

The *plague* of Turkey, &c. is nothing more than a higher degree of putrid fever.

These putrid infectious fevers are distinguishable from the true inflammatory, from nervous and intermittents, by this one sign; namely, that the first are infectious, the latter not, besides various differences in the symptoms,

The putrid fevers, in which the methods of cure have proved so successful, have arisen in general from air contaminated with the putrefactive particles of dead human bodies at the Havanna, &c. 1762, and vegetable putrefaction in the rainy seasons of the hot climates, where the exhalations of the putrid
bodies

bodies tainted the surrounding air, and where the most decided putrescent appearances, amongst many hundreds of the infected, were soon perceived; as brown tongue, heat, thirst, purple spots, &c. therefore, it is presumed, no proofs of a successful practice can be exhibited more decisive in the cure of putrid-tending diseases than the subsequent.

The same plans of cure have not only succeeded in the malignant putrid fore-throat and putrid fevers, but likewise in a variety of remarkable instances of the worst species of the confluent small-pox, accompanied with purple spots in different parts of the body, and with all those symptoms that have been, and are always considered fatal.

The successful Mode of treating Putrid Fevers, as practised by Dr. Rowley, Physician to the St. Mary-le-Bone Infirmary.

1st. On admission, the patients are put immediately into a warm bath, and thoroughly cleansed.

2dly. The clothes they have worn are taken from them, and clean sweet dresses allowed by the Infirmary, are put on.

3dly. They are conducted to a clean bed, without curtains.

4thly. The windows, some of which are made to swing in certain directions are always open, as likewise the doors, winter and summer, in order that fresh air may be constantly supplied, and the noxious air and putrefactive particles may be excluded.

5thly. Fumes of herbs are diffused with vinegar, &c. and gunpowder wetted, so as to make what is called wild-fire, is fired on shovels of red-hot coals.

6thly. All offensive smells are immediately removed by the nurses, and every effort is exerted to purify the air and exclude what is foul. Nothing contributes more to the
putrid-

putrid-tending diseases than the constant admission of a stream of fresh air through the apartments.

7thly. As the fourteen erroneous and incongruous methods of treatment, such as bleeding, saline remedies, sweats, &c. &c. mentioned in the treatise on the malignant ulcerated fore-throat, are carefully avoided.

8thly. All animal foods, and even broths are forbid. Sago, falop, rice, panada, and wine, are allowed, and given occasionally, in small portions as food.

9thly. The vitricolic acid is mixed with water, and sweetened so as to make a pleasant grateful drink, or the tincture of roses is used as a common drink. The acid of sea-salt has been used, diluted with water; but after repeated trials it was found to occasion purgings, and therefore was excluded.

10thly. Other drinks are allowed, as mint and balm tea acidulated, barley-water, rice-gruel, &c. as circumstances may require.

MEDICINES GIVEN.

First. The antiseptic purging powder, composed as follows: Take of powdered
rhubarb

rhubarb one scruple, cream of tartar two scruples : to be immediately taken in a little honey or common treacle. Or the intestines are opened by the following: Take of infusion of fenna one ounce and a half, tincture of fenna half an ounce, powdered cream of tartar two scruples.

2dly. The antiseptic mixture composed as follows : Take of powdered bark half an ounce, ginger one drachm, water a pint, elixir of vitriol, or diluted vitriolic acid two drachms : make a mixture, of which take three table spoonfuls every two, three, or four hours. To this mixture sometimes a little brandy or tincture of bark is added. If this preparation should disagree with the stomach, then three drachms of the extract of bark in fourteen ounces of the decoction of bark, to which are added two ounces of the tincture, and one drachm and a half of the diluted vitriolic acid are taken.

To cleanse the mouth, fauces, and tongue, especially if incrusted, or, what is called clammy ; or if the brown thrush appears, the following solution of borax is used, it will certainly cleanse the foul, brown, or blackish-coloured

coloured tongue. Take of borax two drachms, which dissolve in half a pint of water, treacle, a table spoonful.

The borax solution is applied to the tongue, and the part is gently rubbed; then with a whalebone it is scraped, or by any other similar means.

The generality of patients are treated as hath been related, from their admission into the Infirmary, until the putrid-tending fever is perfectly cured by the means already mentioned; and above ninety, and sometimes ninety-five or ninety-six out of every hundred have been thus cured, which the infirmary books fully testify, agreeably to the visiting book, and to the report of Mr. Hooper, house apothecary, who examined the hospital books, to ascertain the number cured in every hundred. The putrid fever, by immediately checking its progress, seldom becomes very violent, and many dangerous symptoms mentioned by authors in its different stages, never appear.

It may be remarked, if the putrid, malignant, and infectious fevers were not sometimes accompanied with difficulty of breathing,

ing, cough, or asthma, that we should scarcely ever lose a patient.

Those few who have died among the many hundreds infected, were either very old, had coughs, difficulty of breathing, or other symptoms, which have prevented the use of bark and acids.

Those who had coughs, asthma, difficulty of breathing, or pleurisy, took the following mixture; and amongst these, though some few died, owing to their not being able to take the bark and acids, yet many others have recovered.

Take of camphir one drachm, which dissolve in a table spoonful of rectified spirit of wine, mucilage of gum arabic three quarters of an ounce, pure water nearly one pint; mix them, of which take three table spoonfuls every four hours.

To this mixture, sometimes were added, two grains of tartar emetic; to others, an ounce of vinegar. In case of purging, the antiseptic laxative was occasionally repeated, to remove what irritated the intestines, and the following mixture given.

Take of extract of logwood two drachms,
which

which dissolve in one pint of chalk julep, by rubbing in a mortar, then add tincture of opium one drachm and a half, make a mixture. Two spoon-fuls, three or four times a day.

Brandy is added occasionally to this mixture. But purgings that happen in putrid fevers ought not to be imprudently checked, for they are often salutary, therefore the astringent mixture was seldom used.

In nausea, or vomiting, the antiseptic laxative weres given to convey the irritating causes through the intestinal canal. Blisters were rarely applied, except in violent coughs, difficulty of breathing, or in the pleurisy, and then they are ordered to be placed on the scrobiculus cordis, or pained side.

In all fevers a free circulation of *pure air* is absolutely necessary.

Rheumatism.

From sudden heats and colds this disorder is not uncommon. If the pain be in any particular part, blistering is necessary, until the pain be removed. Internally, three or four grains of James's powder, and half a grain of calomel may be taken night and

morning, with fifteen or twenty drops of laudanum in a little water, or wine and water. These remedies must be continued for two or three weeks, if the disorder continue; every third or fourth day giving a purgative of twenty grains of rhubarb, or jalap and cream of tartar. Ten grains of jalap to thirty grains of powdered cream of tartar are moderate doses.

Purging, or Diarrhœa.

Give ten or twenty grains of rhubarb, and thirty or forty grains of magnesia, to clear the bowels; then mix a quarter of an ounce of chalk prepared, with a pint of weak spirit and water, with a quarter of an ounce of the opiate species. Take three table spoonfuls after each stool, avoiding vegetables, acids, fruits, &c.

Dysentery, or Bloody Flux.

The treatment the same as the former; but if the disorder should not yield, add two grains of the white vitriol, to be well dissolved in the mixture, and give a clyster occasionally of sixty or eighty drops of laudanum in a quarter of a pint of chamomile, or
any

any tea, and add two or three grains of white vitriol, which is to be dissolved. This stops the worst fluxes, if repeatedly administered.

Cholera Morbus.

This is a vomiting of bile and obstinate costiveness, with violent gripings.

Five grains of cathartic extract, and one grain of calomel should be taken every hour until stools are procured; clysters of oil, salt, and warm-water should be repeated; the belly should be fomented, and after each pill a little senna tea, and tincture of senna should be given, with small doses of Glauber salts.

Pleurisy.

A pain in the side with difficulty of breathing, and acute fever.

Bleed freely, blister the part. Take four grains of James's powder and a quarter of a grain of calomel every four or six hours, with the nitre drink already mentioned.

To promote expectoration. After the third or fourth day of the disease, ten or fifteen drops of vinegar of squills may be added to the nitrous drink, in the dose of a small wine-glass, and a little honey.

The inflammation of the lungs and liver to be treated in a similar manner; only that in the former, the pit of the stomach should be blistered, and in the latter the margin, or rather below the margin of the ribs, as the liver is immediately situated under and below the ribs; the larger lobe on the right, and the lefts on the left.

These short directions are more likely to prove useful to travellers, than long desultory medical treatises, which are chiefly intended for the faculty.

The Medicine Chest for a Traveller.

1. Extract of bark with the resin, a pound or two; extract of logwood, two ounces.
2. Species for the opiate confection, half a pound. Confections do not keep.
3. White vitriol, one ounce.
4. Acid elixir of vitriol, six ounces, or eight, or one pound.
5. Camphor, two ounces, in a bladder.
6. Powder of snake-root, two ounces.
7. Prepared chalk, two pounds.
8. Powdered nitre, two pounds; cathar-
tic

tic extract two ounces in a bladder ; Glauber or Epsom salts in a bladder.

9. Calomel prepared, two ounces.
10. Dr. James's powder, eight ounces.
11. Liquid laudanum, half a pint.
12. Tincture of senna, a pint.
13. Borax, two ounces.
14. Magnesia, half a pound.
15. Tartar emetic, one ounce.
16. Powdered Spanish flies, two ounces.
17. Adhesive plaister for blisters : the latter to be spread, and the powdered flies sprinkled over and pressed in.
18. Jalap two ounces, powdered.
19. Powdered cream of tartar, half a pound ; salts of hartshorn, Goulard's extract for cooling washes, two ounces of each.
20. Cathartic extract, for costiveness, &c.

4thly. MODE AND EXPENCE OF TRAVELLING.

Before entering on this subject in the way of calculation, it may not be unnecessary to mention in general terms something of the manner of living, and of other matters relative to travelling, in order to afford those who are unaccustomed to long land journies some insight into the nature of them.

It is proper for a traveller before he sets out, to consult the state of his finances, and from thence to determine in what manner he can afford to commence and to continue his journey. If he can afford to travel through Europe in the style of *Mi Lor Anglois*, and at his leisure, with an English post-chaise, servant, and courier, the article of expences is not so much to be attended to; but to avoid imposition, he should always make a bargain for his dinner and his supper, and also for lodgings, should he remain all night, or allow the courier to do so before his arrival at the Auberge, where he means to put up. The courier should be thoroughly acquainted with the languages and coins of the Continent; and honesty, where it is to be acquired, will be found a great recommendation.

To those who are inclined to travel on a more moderate plan, I would advise the table d'hôte of the country. Here the prices of every article is regulated in a placard, hung upon some conspicuous part of the room where you dine, and according to the price you give, or the house you frequent, you may mix with the best society of the place, and hear

hear the news, observe the manners and customs, and study the language of the people; circumstances but too little attended to by the generality of modern travellers.

In Hamburg, Ostend, and other sea-ports, you may dine handsomely at the best house in this way from half-a-crown to three shillings, the small wine of the country included. If you wish to indulge in good wine, you will be charged from three to four, and even five shillings the bottle. Lodgings and separate livings is dear at hotels, and therefore a stranger, if he proposes to make any stay, should endeavour to procure accommodation in a private family, where lodging is very reasonable, and where a stranger, if he chooses, may live *en pension*, or, in other words, be a boarder with his landlord. In some of the cheap towns and large villages in Germany, a stranger may be very decently accommodated with board and lodging for the moderate sum of three guineas per month; but then he must be contented to drink the cheap wines of the country, and must not expect to indulge in any luxuries. Tea and coffee will be included, with a good table, and abundance of fruit, cheese, and butter.

butter. Dining in your bed-room, which is generally the case at hotels if you decline the table d'hôte, is uncomfortable, and you are charged three, if not four times the price that others pay, and by no means so well attended to, or will the victuals they provide you with be better. For a sitting room you will be very exorbitantly charged, and not always to be had.

The economical traveller must content himself to travel in the diligence, or stage-coaches of the country, which, generally speaking, are extremely ill-contrived and tedious, their common rate of travelling hardly exceeding three English miles an hour; but they frequently are on the road, with little intermission, both day and night; the fare is low, perhaps not exceeding three-pence per mile, which is a circumstance well suited to a scanty purse; and the table d'hôte being suited to the conveyance, seldom exceeds sixteen or twenty-pence a-head, which, with double that sum for supper and lodging, with ten-pence for breakfast, will about constitute the whole daily expence.

Since the breaking out of the war between Great Britain and France, and especially since
the

the capture of Ostend, the only mode left for the traveller proceeding to or from the Continent of Europe is the route by Hamburgh. From London, the mail-coach leaves town every evening, as other private conveyances likewise do, and arrive the following day at Yarmouth, where the best houses are the Wrestlers and the Angel. There are ten packet-boats, which, since the commencement of the war, have been removed from Harwich, and who sail regularly in their turn every Sunday and Thursday. The passage may be reckoned from forty-eight hours to three days to Cuxhaven. This place, which is only a miserable village, is subject to the Municipality of Hamburgh, whence it is nearly eighty miles distant. There are cutters which sail between Hamburgh and this place, and with wind and tide, the passage is very expeditious ; but otherwise, I would recommend the land conveyance, which is certain, though expensive and very tedious from the badness of the roads. On the arrival of the traveller at Hamburgh, he will find the best accommodation at the King of England, and next at the Emperor's Hotel, or Keyser's Hoff; but there is a
very

very good house called the Prince of Wales, where the English papers are taken in, and which is much frequented by gentlemen of that nation: you may dine here comfortably for two shillings.

Before the war, the packets for Ostend and Helvoetsluys sailed from Harwich, as those for Calais did from the port of Dover.

I would, in the first place, advise the purchase of a post-chaise in London, to be afterwards sold at the port of the Mediterranean, where the traveller embarks for the Levant, and to engage a companion for the journey, for his own comfort as well as to lessen his expences.

	£.	s.	d.
A strong second-hand post-chaise, with new wheels, imperial, and harness, will cost	60	0	0

A passport from the Secretary of State's Office, which should never be neglected to be taken out by every traveller	2	2	0
---	---	---	---

	<hr/>		
	62	2	0

view

Expences

	£.	s.	d.
	62	2	0
Expences to Yarmouth, 122 miles - - - - -	10	0	0
For a passport - - - - -	0	12	6
Custom-house Officer, for examining your baggage - -	0	5	0
Conveying baggage to the Pier, about - - - - -	0	2	0
Conveying yourself and baggage on board - - - - -	0	5	0
Expences at Yarmouth - -	1	1	0
Passage-money to Cuxhaven, three guineas; but if the captain of the packet provides - - - - -	4	4	0
Do. for the carriage, and servant, for whom half price is	3	13	6
From Cuxhaven, a dirty village, to Hamburgh, distant eighty miles, in a cutter *, -	0	10	0
For servant and expences - -	1	1	0
	<hr/>		
	83	16	0
	Expences		

* This passage, by the assistance of the tide, although the wind be contrary, is performed in thirty hours, but
when

	£.	s.	d.
	83	16	0
Expences at Hamburgh during a short time - - - - -	10	0	0
Travelling from Hamburgh to Messina - - - - -	100	0	0
Expences at Messina for a few days - - - - -	5	0	0
Passage-money in a hired vessel from Messina to Latakea, or Scandaroon, at least 200 che- quins, or - - - - -	90	0	0
Expences at either of these places - - - - -	5	0	0
Expences of a journey from either place to Aleppo, about sixty piaftres, or - - - -	5	0	0
Expences at Aleppo for living at least ten pounds; it being always customary to make a present in money to the mas- ter or mistress of the family where you reside - - - -	10	0	0
	308	16	0

when both are in favour, it is done in six hours. The accommodation is bad at Cuxhaven, and the road to Hamburgh, by land, worse.

Expences

	£.	s.	d.
	308	16	0
Expences for a country drefs for yourself and fervant - -	12	0	0
Expences of hiring a caravan of forty armed men - -	400	0	0
Do. for provifions and necef- faries laid in for the journey	40	0	0
Present to the Arab Sheick, or Chief, to fervants, and ex- pences at Buffiora - - -	20	0	0
Passage-money to India, 600 Rupees, or - - - -	67	0	0
	<hr/>		
	£. 847	16	0

The calculation may be termed an expen-
five one, but if the extra expences are sub-
tracted from it, they will come confiderably
lower. The carriage, after having per-
formed the journey, fhould fell for the like
fum of fixty pounds. A paffage from a
port in Italy to the Levant, fhould not be
more than thirty pounds for mafter and fer-
vant; and in place of hiring a caravan, if
the traveller proceeds with one of the mer-
chant's, procuring eighty pounds, would be
fufficient to cover all his expences in place
of

of 440l. as stated in the foregoing account ; but should he have procured a companion, as I have already advised, in this case the deduction will be still more considerable, in as much as one half of the travelling expences through Europe will be defrayed by him, and reduce the account fifty pounds more, leaving the net amount at the sum of three hundred pounds sixteen shillings.

Calculation of the Expence of travelling for one Gentleman in a comfortable genteel Style, but without a Servant ; should there be one, he must be allowed for beside.

	£.	s.	d.
Passport from the Secretary of State's Office - - - - -	2	2	0
From London to Yarmouth in the mail-coach - - - - -	1	18	0
Expences at Yarmouth, and on the road - - - - -	2	4	6
Incidents in the passage from Yarmouth - - - - -	0	10	6
Passage-money to Cuxhaven -	4	4	0
Do. up the Elbe to Hamburgh	0	10	6
Expences at Hamburgh - -	2	2	0
	<hr/>		
	13	11	6
	Journey		

	£.	s.	d.
	13	11	6
Journey in the diligence, or stage-coach, from thence to Messina, 1258 miles, at the rate of three-pence per mile	15	14	6
Living on the road at six shillings and ten-pence per diem for twenty-five days - -	8	10	10
Incidents during the journey, including all extra charges -	3	3	0
Ten days stay at Messina, waiting for a vessel, at ten shillings per diem - - - -	5	0	0
Passage money from thence to Latakea or Scandaroon, and for incidents at Cyprus, where it is most probable the vessel would put in, if not land the passengers - - -	25	0	0
Expences at Latakea or Scandaroon, including the price of a Turkish dress - - -	7	0	0
Expences in the journey to Aleppo, thirty piaftres, or -	2	10	0
	<hr/>		
	80	9	10
	Expences		

	£.	s.	d.
Expences during the stay at Aleppo - - - - -	80	9	10
Charges in crossing the Desert, including all expences	60	0	0
Expences at Buffora will be but trifling, as the Chief generally invites all strangers to the factory, but allow - -	5	0	0
Passage-money to Bombay, 400 Rupees, at two shillings and three-pence - - - - -	45	0	0
Total	200	9	10

Calculation of Expences of travelling for a Gentleman and his Servant by the Route of Cairo to India.

	£.	s.	d.
Expences from London to Messina - - - - -	34	6	0
Servants expences - - - - -	17	3	0
During stay there - - - - -	5	0	0
Servant - - - - -	2	10	0
Passage-money to Alexandria -	20	0	0
Do. for servant - - - - -	10	0	0
	88	9	0
			Stay

	£.	s.	d.
	88	19	0
Stay there - - - - -	5	0	0
Charges to Suez - - - - -	20	0	0
Stay there - - - - -	5	0	0
Passage to India for self and ser-			
vant - - - - -	70	0	0
Country dresses for yourself			
and servant - - - - -	18	0	0
	<hr/>		
	206	19	0

Calculation, on a Plan of strict economy, for
a Gentleman proceeding to India, without
a Servant, by the Way of Cairo.

	£.	s.	d.
Passport from the Secretary of			
State - - - - -	2	2	0
From London to Yarmouth by			
the mail-coach - - - - -	1	18	0
Expences at Yarmouth, and on			
the road, &c. - - - - -	2	4	6
Passage to Cuxhaven - - - - -	4	4	0
From Cuxhaven to Hamburgh	0	10	6
Incidents - - - - -	0	10	6
Expences at Hamburgh - - - - -	2	2	0
	<hr/>		
	13	11	6
			Journey

	£.	s.	d.
	13	11	6
Journey from Hamburgh to Messina, 1258 miles, at the rate of three-pence per mile	15	14	6
Living on the road at six shil- lings and ten-pence per diem for 25 days - - - - -	7	5	10
Incidents during do. including all extra charges - - - -	3	3	0
Ten days stay at Messina, wait- ing for a vessel, at ten shil- lings per diem - - - - -	5	0	0
Passage Money from thence to Alexandria - - - - -	20	0	0
Expences at Alexandria and the purchase of a country dress	12	0	0
Expences to Cairo, and from thence to Suez - - - - -	20	0	0
Passage Money to India - - -	50	0	0
Total Amount	£.146	14	10

In the first calculation which I have made,
I have supposed the traveller, in regard to pe-
cuniary matters, as perfectly at his ease, and
that

that he is able to travel "comme il faut," without paying attention to every shilling which may in the course of the journey pass through his hands. On his journey across the Desert, he must be provided with a comfortable sleeping tent for himself, and another small one for his servant and baggage, with skins for water; all the other necessary articles I have before enumerated. A horse may be added, should the traveller be inclined to ride in the cool parts of the day. For these conveniences ten camels will be required; but should there be a party of three or even four, sixteen camels would be found sufficient for every purpose, and would make the journey come extremely reasonable. I beg leave in this place to offer a remark, which in certain situations may be useful: it has been found by experience, and it is well known to all who have been any time resident in India, that water is the best purifier of the hot winds. For this reason it is, that during the time they are most prevalent, the officers in camps and cantonments have their tents and bungaloes almost surrounded with tatties, or in other words, hurdles, covered with a spinous grass of the creeping kind,

which, when properly laid on, afford a free circulation for the wind, and communicate to the apartment an agreeable coolness. When water is procurable, which is but seldom the case on the Desarts, it is adviseable to have open cloths hung up before your tent and kept constantly wet ; but where water is not to be had, the hot winds should by all possible means be excluded, and the tent pitched with the door from the Desert, towards the river, and by no means to front it. The traveller should also avoid the meridian sun, and rather seek repose under the best covering he can find than prosecute his journey subject to its influence. These observations can only relate to those of affluent fortunes, who look for all the conveniences which can be afforded during an arduous and a fatiguing journey. Those who mean to travel on a moderate scale must regulate their expences accordingly, and though they may be deprived of some luxuries, still they will be able, with the aid of a sound constitution, to derive all the variety and pleasure, with most of the comforts, at a far easier rate. In regard to my own, I do not hesitate to say, inexperience, and more particularly the want of a proper guide, and specific instructions relative to the nature

nature of the undertaking, occasioned to me much extraordinary expence, delay, and inconveniency. I shall here subjoin my account of expences, which will explain the impositions to which I was subjected, and will caution other travellers against others of a similar nature.

Expences attending Major Taylor's journey from London to Bombay, consisting of a party of three persons with two servants :

	£.	s.	d.
A coach with imperials - -	75	0	0
Expences from London to Dover, including all expences for four horses, and two saddle ditto - - - -	15	16	0
Expences at the Inn at Dover, Custom-house fees, wharfage, shipping, baggage, stock for the passage, &c. &c. -	4	18	6
Hire of the whole packet to Ostend - - - - -	12	12	0
Expences at Ostend of all kinds, such as landing the carriage			
	<hr/>		
	£.	108	6 6
I 3			and

	£.	s.	d.
	£. 108	6	6
and bringing it to the Hotel,			
present to the sailors, &c. -	8	1	0
Expences of travelling from			
Ostend to Venice, being 986			
miles - - - - -	97	16	0
Expences at Venice, including			
sea-stock, and all contingen-			
cies - - - - -	169	15	7
Passage Money from Venice to			
Zante, 3,100 Italian livres,			
at five pence halfpenny each	71	0	10
Passage Money from Zante to			
Alexandretta - - - - -	210	0	0
Expences at Cattaro - - - - -	18	10	0

Expences at Zante, viz.

For stock - - - - -	15	10	0
Board and lodging - - - - -	12	0	0
Contingent expences, Custom-			
house fees, &c. - - - - -	3	0	0
Expences at Cyprus - - - - -	1	5	0
Ditto at Scandaroon - - - - -	1	10	0
Expences of travelling to Alep-			
po, including contingent ex-			

£. 715 14 11
pences

	£.	s.	d.
pences on the road 132	715	14	11
piastres - - - - -	11	0	0
Expences at Aleppo, and paid for dresses - - - - -	40	0	0
Paid for two tents - - -			
Paid by the Consul to the Arab Sheick who commanded our escort, for all necessary carri- age, protection, and accom- modation - - - - -	333	6	8
Paid at Aleppo for an excellent horse - - - - -	37	10	0
Paid for a hack - - - -	8	6	8
Contingent expences at Buffora and at Bushire - - -	10	0	0
N. B. At both places we lived with the Resident.			
Passage Money to Bombay usu- ally 400 Rs. for each person, amounts to 1,200 Rs. at two and one-third - - - -	135	0	0
Ditto for a horse - - -	22	10	0
	<hr/>		
	£.1312	18	3

I now come to advise the more moderate
and prudent traveller in what manner he is

to equip himself at Aleppo for the journey in which he is to accompany a merchant's caravan. The expences from Latakea, or Scandaroon, should not exceed twenty piaftres for the hire of his horfes, and fifteen more may be allowed for living on the road and contingent expences. For lodging, a piaftre each night is the regular price, and eating is very moderate. Milk, butter, eggs, fruit, and fowls, are to be had in plenty in Syria, which, with a little coffee, would, I prefume, be all that a traveller could defire for the three days which he would be on the road.

At Aleppo he fhould provide himfelf with one ftrong camel for his mohaffa, with three others of an inferior kind for his fmall tent, bedding, provifions, and water. This will amount to 165 piaftres. An interpreter is neceffary to preferve a communication with the Sheick, and others in the caravan, to whom fixty piaftres will be a fufficient recompence. The mohaffa will coft thirty piaftres, and the fkins for water, together with the requifite apparatus, twenty more. A fmall tent will coft forty piaftres, and the articles neceffary for living, viz. coffee, fugar, bread, rice, clarified butter, tongues, potted meat,

meat, a little essence, onions, pepper, salt, &c. might be all purchased for 100 piaftres. Contingent expences for the purchase of hares, mutton, fowls, and dates, now and then, with little presents to the Arabs, may be computed at fixty more, in which may be included the charge of conveying your baggage from the town of Zebeer to Buffora. I may, very poffibly have omitted fome trifling matters, but the expences of thefe muft be very fmall. A pair of well feafoned leather bottles or canteens, is abfolutely neceffary to contain water that is purified by the means already noticed and wanted for drinking and immediate ufe: this is a circumftance to which too ftrict attention cannot be paid.

All the expences which I have here enumerated will come within the fixty pounds which I have allowed for a traveller's expences on the Defart. Wine I have not taken into the account. Six dozen of wine is a fufficient load for a camel, which will coft thirty-five piaftres, befides the charge for faddles, camel trunks, and the original coft of the wine; but it is fo great a comfort, and at the fame time fo neceffary to health, that it is not eafily to be difpenfed with; and two

or

or three dozen would, for one person, be amply sufficient.

There may still be a more reasonable mode of travelling pointed out: but then the traveller must be contented to ride on a camel in place of the mohaffa; another will carry his tent and all his baggage and provisions, and with which he must not incumber himself. By this retrenchment the expence of two camels and their apparatus will be saved, as also a considerable reduction in the article of provisions; and, if thought proper, the expence of the interpreter. You may also use what economy you please in regard to contingent expences on the Desert; which may in all make a saving of one half. Some travellers have even observed still a more confined system, and have crossed the Desert at the small expence of 150 piaftres. A traveller who crossed the Great River from Bussora to Aleppo, so long ago as the year 1750, in twenty-four days and an half with a caravan of 2000 camels and 150 armed men, states his whole expences from India at the moderate sum of one hundred pounds, and even regrets his imprudence and bad fortune; as he might otherwise have saved near thirty pounds

of that sum. He left Buffora the 15th of June, and arrived at Aleppo the 22d of July following. In all caravans, there are a number of Armenian merchants, whose modes and habits of life, approach nearer to our own, than any of the various classes of mankind who compose this motly groupe. One of these people, with a proper recommendation from any mercantile house, will take as a partner, a messmate, an English traveller, whose expences will consequently be extremely moderate, having nothing to carry but his bedding, and if he chuses, a little tea and coffee. This is a very eligible mode of travelling, and withal extremely safe. In this case, it would be prudent to assume the Armenian dress, and pass for one of their fraternity. Some former travellers have recommended, during the hot season, the use of green glasses, fixed in leather, and made to tie behind as an excellent preservative against the N. W. wind, which is more to be apprehended and much more annoying and destructive than the heat of the sun, however intense.

5thly. CONSIDERATIONS ON THE SEASON
OF THE YEAR THE MOST PROPER TO
COMMENCE, AND PROSECUTE THE
JOURNEY BY LAND TO INDIA.

This subject deserves the serious attention from every one who proposes to himself an over-land journey to India: on the season of the year in which a traveller leaves either England, or India, depends the whole comfort of the trip; and whether it is to become expeditious and pleasant, or tedious and disagreeable: these points differ so widely from each other, that it becomes a matter of wonder that so little attention has been paid to a circumstance of such magnitude, and so very important to those who seek the East by the Desarts of Arabia, or by the way of the Red Sea. So unthinking have some been, that they have exposed themselves to the greatest inconveniencies from the want of a little reflection, and endured hardships and difficulties occasioned solely by their ignorance of the proper seasons to commence their journey.

First.

First. From England to India by the route of Buffora and the Gulf of Persia.

The point for investigation is that, by which can be discovered, the coincidence of winds and currents that prevail in the different seas the traveller has to traverse in his course, at the same period of time, and where they unite in the best manner to forward and expedite his journey.

When the world shall be restored to the blessings of peace, and the mad spirit of disorganization, which has spread abroad subsided; when order and tranquillity shall be once more restored by the re-establishment of the relative ties of amity amongst the nations of Europe; it is to be hoped, that amongst other improvements arising out of the confusion into which every thing rational and moral has been thrown, Government and the East-India Company will establish a regular post between this country and British India: and as the first step towards so desirable an object, promote and facilitate the navigation of the Mediterranean by packet-boats, built on a proper construction for that sea. The Mediterranean, three-fourths of the year has winds from the N. E. to the N. W. and is likewise

likewise liable to calms and light breezes *. From these circumstances, it is much easier to sail to the ports of Latakea, Scandaroon, or Alexandria, than it is to return from them. So great a disadvantage do ships labour under returning from the Levant during the unfavourable season of the year, that they are frequently on their passage eighty days. The inhabitants of the shores of the Mediterranean, to remedy as much as possible the interruption which naturally arises from these circumstances so adverse to commercial intercourse, have constructed different sorts of vessels for the particular navigation of their sea. These vessels are denominated feluccas, barcalongas, fettees, exploritores, or row boats; they are different in size and shape from each other: but are all provided with a certain number of oars and latteen sails. Sails of that construction are adapted to catch the light breezes, when square sails could not be of the smallest service, but rather a disadvantage. By the united efforts of sails

* The wind during the summer solstice from the middle of June to the 22d of September, is invariably in these points, and are the same mentioned by Herodotus, as the Etesian winds.

and oars, they can be moved in calms at the rate of six knots an hour, and even make way against light contrary winds. The Venetians build vessels for the purposes of war on this model: they are termed gallies and galleasses, and are perfectly manageable and expeditious. An improvement could easily be made on our cutters which may be hereafter stationed in those seas: by the addition of oars, and being provided with latteen sails to be used occasionally with the top-masts struck, they would become particularly useful during the summer months, when the northerly winds prevail, which is the case nine months of the year. In regard to the three remaining winter months the winds are strong from the S. E. to the S. W.

From these observations it is evident, that the navigation of the Mediterranean is peculiarly favourable to the journey from hence to India; and it becomes necessary to inquire at what time the winds are equally favourable in the Gulf of Persia and the Red Sea. In the months of December, January, February, and March, the winds in the Gulf blow from the north-west, while the north-east monsoon, with mild and moderate gales, pervades
the

the Indian Ocean. It is therefore the most favourable season to arrive at Buffora during these months, and at a time too when English cruizers or vessels are generally to be met with. The traveller, having selected his route, must allow himself sufficient time to perform his intended journey: and it would be best for him to undertake that by the way of Vienna, Constantinople, Aleppo, and by the Little Desert to Buffora. By this route he will avoid the Mediterranean, where the winds in the winter months blow from the S. E. to the S. W. as has been already observed: but, should the traveller prefer the Mediterranean Sea and the Great Desert, he ought not to embark before the month of February; by which means he will arrive at Aleppo to take the advantage of the spring, which is by far the most pleasant season of the year to traverse the Deserts of Arabia, and at the same time the most likely to find a merchant's caravan ready to set out for Buffora. This mode will be found tedious, and it would be better to hire a small caravan of his own, with which he can proceed either by the route of the Little or the Great Desert.

The

The most favourable season to arrive at Suez is in the months of May, June, July, and part of August. The company's cruizers who frequent this sea, are interdicted, by the orders of Government, from remaining longer than the 25th of the last-mentioned month, waiting for dispatches. In this voyage coincidences, to render it easy and expeditious, are extremely propitious. The winds in the Mediterranean are favourable, while those in the Red Sea, and the south-west monsoon in the Indian Ocean, are still more so. It would be an abuse of argument to comment on a subject so self-evident and easy to be comprehended.

In returning from India to Great Britain, the task is more laborious, and there is by far a greater nicety in choosing the proper season to set out. The south-west monsoon in the Indian Ocean is extremely adverse for sailing to either the Red Sea or the Gulf of Persia. This monsoon commences in May or June, and may be said to continue till the end of September, during which period the passage to either is tedious and uncertain. All the remaining part of the year, which is during the continuance of the north-east monsoon,

a passage may be effected in nearly the same time to either Bussora or Suez. But the preference is to be given to that by Suez, in the months of December, January, February, and part of March, when the southerly winds prevail in that part of the Red Sea situated beyond the Tropic. Here again the same fortunate coincidents occur as that already mentioned: for a vessel leaving the Coast of Malabar in December, or early in January, will enable the traveller to embark on the Mediterranean, when the wind blows from the southward, and insure a speedy passage to a port in Italy; a circumstance which an establishment of packet boats would at all other seasons greatly facilitate. The best season to leave the Malabar Coast for Bussora is, during the months of March and April, so as to arrive there early in the summer, when, notwithstanding the heat of the weather, the most expeditious journeys are made, and when the caravans are generally setting out for Aleppo by the Great Desert.

6thly. ROUTES THROUGH EUROPE AND ASIA TO INDIA.

It is impossible for any one to say what route to India is the most proper to be taken. Circumstances of various kinds, political situation, the influence of peace and war, and the season of the year, are the more immediate causes why no positive system can be laid down. I shall therefore state a variety of routes in the Appendix *, leaving the traveller to use his own judgment and discretion in the ultimate choice of either, as he will doubtless act according to the situation of public affairs, or according to what his own pleasure, fancy, or conveniency may dictate. If dispatch be his object, let him avoid any port in the Adriatic † for the place of his embarkation, and by all means proceed either directly to Constantinople by the way of Vienna, or seek a port in the south-east quarter of Italy, in preference to Marseilles, Genoa, or Leghorn.

* Appendix N.

† Vide Appendix H.

Should the route by Vienna be adopted, posting in carriages will be found convenient all through Europe to that place, where post-horses must be taken; or otherwise, the traveller may accompany the post which goes from thence to Constantinople every fortnight, by the way of Belgrade and Sophia; and from Constantinople proceed with the Tartar messengers through Natolia to Aleppo. From Aleppo to Bussora there are two routes for the choice of the traveller; the one to Hilla, on the Euphrates, from thence to Bagdad, and down the Tygris to Bussora; the other directly across the "Great Desert," to the same place. I have in another place*, taken notice of my objections to the route by Hilla, which is called in contradistinction the "Little Desert," unless indeed it is on the journey outwards; and I trust that my remarks on that subject will be found deserving of attention.

Of all other routes I should, for my own part, prefer that through Egypt by the Red Sea to the Coast of Malabar, especially at a

* Vide page 298, Vol. I., and also Appendix O.

particular

particular season of the year, and embark, as I have already said, at some port in Italy. Those of Messina or Otranto are undoubtedly, in every respect, to be preferred.

I think it necessary to observe, that amusement may, in many instances, preponderate, while in others dispatch may be necessary. In order, therefore, to meet either the wishes or the necessities of all from the routes which are annexed, may be selected, that, which from circumstances, may be most convenient or agreeable.

As the price of posting *, and the value of money on the Continent and in Asia †, are circumstances which cannot be made too easy and comprehensive, it is necessary to state the varieties of both, which are to be met with in the route to India.

* Appendix P.

† Appendix Q.

APPENDIX.

APPENDIX (A.) Page 79.

AGREEMENT entered into between Robert Richie, Esq. the British Consul at Venice, and Captain George Woivodich, to conduct Major Taylor and his party to the Island of Cyprus.

(Translation.)

Venice, 12th September, 1789.

I, Captain George Woivodich, commanding the ship *Mad. del Scarpello S. Anna, e S. Anto. di Padua*, at present lying at anchor at this port, undertakes with his Excellency

cellency Robert Richie, to receive on board of the said ship three passengers, with their two servants, and to conduct them in safety to Cyprus.

1st. The above named Captain Woivodich engages to give up, for the accommodation of the said passengers, during their voyage to Cyprus, the great cabin of the said ship, and also the Captain's state room.

2dly. That permission shall be given to the said Captain Woivodich to put in at a port in Dalmatia for provisions, there to remain two clear days, and afterwards proceed to the island of Zant, where he will require four days to disembark a part of his cargo. He is also to have permission to proceed from Zant to Candia to unload, which will require six days and not more. This service being performed, Captain Woivodich engages to proceed to Cyprus, there to disembark his passengers.

3dly. The Captain binds himself to give a convenient covered place for the servants during the voyage, and also to protect the baggage, which consists of a few small packages, from being injured by the weather.

4thly. The passengers engage to provide for themselves and their servants in regard to provisions; the captain only being obliged to find water, fire, and salt.

5thly. The passengers to pay to the said Captain, previous to their embarkation, in consideration of the above services, the sum of three thousand one hundred livres piccole of Venice, as the passage money from the port of Venice to Cyprus, over and above which, the said passengers promise to make a present to the said Captain, which is to be left to their generosity, and which will be estimated by the attention they may receive while on board his ship, and the good offices of the said Captain towards them.

6thly. The above parties bind themselves to the due performance of every part of this obligation, or otherwise to be answerable for the consequences of any failure, by due course of law, &c. &c.

Signed, for

ROBERT RICHIE,

By J. WATSON.

Capt. GEORGIO WOIVODICH.

It is unnecessary to remark on the] loose manner in which this agreement is drawn up, and the little attention paid to expedition. But this must always be the case till a proper establishment of packet-boats is sanctioned by Government, or the East-India Company. Mr. Watson, as a matter of prudence, thought proper not to insert our names, nation, or quality.

APPENDIX (B.) Page 373.

A doubt cannot exist that the Company's army is at this time in the highest state of discipline, more particularly owing to the late military regulations transmitted to India by the Court of Directors. Were that body to extend their liberality a little farther, and equalize the pay all over India, it could not fail to command the gratitude of the whole service, and be productive of the happiest consequences. The measure would prevent jealousies between the officers of different Presidencies, more especially when serving together: cement unanimity, and could not fail to combine good-will and harmony in every branch and department of their numerous armies. A
circumstance

circumstance so important should doubts be attended to, if even reductions took place in some other quarter. Another matter worthy of observation, is, the present strength of the native regiments in India. These corps consist of two battalions, amounting together to upwards of 1,800 men. Were the military force divided into smaller bodies, they would be much more compact, and better adapted to every military purpose, and which could easily be done without incurring any additional expence to the Company. Five regiments of nearly 2,000 men each, forms the present native military force of the Malabar coast; but when the enlarged extent of our dominions on the western side of India is considered, and the necessity resulting from thence of dividing our forces at considerable distance in detachments, it will be obvious how much the discipline of the corps must be diminished by the difficulty of collecting together so large and scattered a body of men, as each regiment now consists of.

Experience has already shewn us, that unwieldy bodies of infantry are by no means calculated to promote discipline, or to act vigorously

vigorously or promptly in the field. There, as well as in garrison, they must be frequently detached in small bodies, so as to render it impossible to have them often together at one time; by this means their discipline is not only impaired, but the officers and men are unknown to each other. On the mutual knowledge and intercourse between the British officer and the native soldier, are we indebted for that firmness, confidence, and attachment to the cause of strangers, which has uniformly distinguished the conduct of our native troops, and highly contributed to our most brilliant successes.

APPENDIX (C.) Page 377.

There cannot be a doubt of Tippoo's intentions on this subject: they were perfectly known in India in the year 1790.

In order to explain the nature of Tippoo's country, his commercial views in the Red Sea, and his means of accomplishing them, I drew up the following paper soon after my return to England, and which I presented to a gentleman who was equally interested in the welfare of the Company and national prosperity.

It

Hampstead, April 22, 1792.

It has occurred to me, that you might not be displeased if I should communicate a few remarks made during my stay at Bednore.

Should it be proposed that any part of the western side of India, formerly possessed by Tippoo, should be ceded to this country, as an indemnification for the expences of the war, the productive districts of Bednore would become, from their particular excellence, the most desirable possessions.

The kingdom of Canara was formerly the general name of the coast from Decla to Goa, and included the province of Bednore, situated above the Ghauts. Of late years, the whole country is better known by the name of Bednore, as the capital is by that of Hyder Nagur.

The numerous rivers that intersect the country under the Ghauts, renders it eligible for trade and ship-building. The principal rivers, or such as are capable of admitting ships of burden, are those of Merjee, Onore, Cundapore, and Mangalore. The enemy's ships of war, some of considerable size, from 50 to 60 guns, were destroyed in those ports
by

by the English army in 1783. Of their existence I was myself an eye-witness.

The produce of the low country is chiefly rice, pepper, cocoa-nuts in great quantities, from which the inhabitants extract oil, beetle-nut, and some sugar. The produce of the upper country is dry grains, cardamums, sandal, cassia of a superior quality, and teak wood for ship building. The valleys and sides of the hills are every where covered with flocks of cattle and sheep.

This luxuriant province, which yields in general three crops of grain a year, became tributary to Hyder Ally about thirty years ago, on the expulsion and massacre of the reigning family. It had been for some time governed by Ranies, or Queens. In the month of February, 1783, I lodged, while at Cowlydroog, fourteen miles to the eastward of Bednore, in the ancient palace of the family, where I had an opportunity of inquiring amongst the Bramins concerning them. They reported, that the cruel policy of Hyder had exterminated the whole of the race.

The Circar books of this entire province fell into our hands on the surrender of Hyder-
Nagur

Nagur to General Matthews. By these it appeared, that the revenues which flowed into the public treasury, after deducting an establishment of about 16,000 village peons, who assisted in the collection, amounted from eighteen to twenty lacs of Mangalore pagodas, value fourteen rupees each. This fact may be depended on, and that there is no country in the dominions of Tippoo of the same extent equally productive.

The country admits of easy defence; the upper part, or the province of Bednore Proper, is hilly, much covered with wood and jungle, consequently impenetrable to cavalry. The hills towards Myfore possess several commanding passes into that province. The coast or low country, which on an average may extend in breadth from the sea to the foot of the mountains, about thirty-six miles, is level and fruitful, but much intersected with rapid rivers and inlets of the sea. The roads leading to the Ghauts are excellent, and planted on each side with rows of trees.

The trade on this coast has been very considerable, particularly with the Arabs and Scindians, who brought to Coreal Bunder, the

the port of Mangalore, Arab, Persian, and Cutch horses, gold, &c. and carried away fine rice, pepper, beetle-nut, and other commodities. The pepper alone is estimated above 12,000 candies. The port of Cundapore has been known to export a quantity of rice equal to a lac* of bags.

The only regular commercial plan, which, it would appear Tippoo has ever had in contemplation, was that of establishing a factory at Mocha: by this channel the Nabob intended to have supplied, with the commodities of his western country, the shores of the Red Sea, Arabia, Egypt, and European Turkey, and to have had in return what European articles he wanted, by Alexandria and Suez. This plan was evidently formed with a view to exclude all Europeans from his country, of whatever nation. The English, French, Dutch, and Danish factories used to enjoy a great share of the trade on the Malabar coast: they advanced sums of money to the inhabitants, who repaid them in various articles of trade, the Circar property or part of it, being the revenue paid in kind, was bartered for military stores, small arms, guns, copper, lead, steel, and iron. Ever since the peace of 1784,

* 100,000 constitute a lac.

the English had been denied any share of this trade, nor did they ever think it eligible to re-establish their former factories, excepting at Calicut.

I have been particularly induced to trouble you with these observations, from observing in a publication that has been presented to the public, under a favourable impression of the abilities and local knowledge of the writer, the revenues of the Bednore and Soonda provinces estimated at only thirty-six lacs of rupees.

I understand an effort is to be made for establishing a commercial treaty with China. I have in the M S. I had the honour of transmitting to you, among other particulars proper to be known, in any arrangements that may be made for India, made several observations on that subject, as there is not any of that feudal or military pride in the Chinese government, which disdains every pursuit but that of arms ; but on the contrary, agriculture and mechanical arts are held in high estimation : it is natural to suppose that commerce, another branch of industry, is also held in estimation by the governing powers of China. The great jealousy and dislike to
strangers,

strangers, which disposes the governors of provinces, both to avoid commerce and to conceal from the Court of Peking what intercourse there is between them and foreign nations can only be removed by presents, and by a certain per centage on all goods they shall be pleased to admit into their respective provinces. It is at all times in the power of the higher orders of mandarins or governors of provinces to influence the Emperor, and even to prevent his obtaining necessary information. Only the principal people of the province of Canton in the present situation of affairs benefit by the import trade; for this reason it is suspected that no European goods are admitted or known beyond this province. The article which will be most tempting to the Chinese, is, doubtless, our woollens, particularly the lighter stuffs. There is but little wool in China, and what they have is coarse and unfit for manufactures.

I am happy, according to your desire, in communicating any thing that I judge of importance. It will prove a great satisfaction if my observations are to the purpose, and in what points or respects it is in my power, in any degree to gratify your

wishes during the present important crisis of public affairs.

J. T.

APPENDIX (D.) Page 386.

The friendship of the Rajah of Corga was a point of material importance during the late war with Tippoo, and will become still more important in the event of future hostilities.

Hyder Ally, above twenty-six years ago, found means to get into his hands the present Rajah, who is of the Hindoo religion, and at that time a young man of ten or twelve years of age. He was strictly guarded in the fort of Periapatam, though with a nominal Jaghire, and he was allowed horses and attendants when he chose to ride out, and treated with a distinction due to his rank. Hyder Ally had a strong propensity to make converts to the Mahomedan religion. Finding him a promising youth, he wished to gain him over to his interest; and it is reported, not without some degree of credit being given to it, that the Rajah, though now a Hindoo, has undergone the visible

visible marks of Mahomedanism. A brave spirit is never to be overcome, and like the palm can flourish even under suppression. He meditated his escape, and it was not till about eight years ago, that with a few chosen and faithful adherents, he ventured to return to his country. Out of 30,000 inhabitants formerly there, he found the wretched remains consist of about 4000, who had been kept together by his brother in situations where the troops of Tippoo had not been able to penetrate. His presence animated the despondency of his oppressed countrymen, who, even when the Nabob had nothing to oppose his power, boldly attempted to vindicate their rights, and to regain their country, the capital of which was in the hands of Tippoo.

The efforts of the Corgs, inspired by the courage of their prince, put the troops of the Nabob at defiance; he dared not to enter their districts without a large force, and his convoys and escorts, from the coast of Malabar, frequently became their property; for through this country lies the direct road from the capital to that quarter. In one of these attempts the enemy had been attacked in a

defile, where upwards of 1500 were cut to pieces, and where Tippoo lost upwards of 1000 of his best bullocks.

The Rajah had long considered Tippoo Saib and the English as natural enemies, from the observations which he had made on his political connection with the French. In order, therefore, to cultivate our friendship, he proffered his alliance, and at the same time requested that the Company would accept of part of the bullocks taken from Tippoo, to the amount of 500, an offer during the commencement of the war highly acceptable. To pay proper respect to the Rajah, a British officer was dispatched to receive the cattle. The particulars of that transaction he favoured me with, accompanied by a short description of a country to us, hitherto almost as much unknown, as if no such had ever existed.

It is necessary to add, that Hyder Ally's principal reason for wishing to conquer the province, was to obtain possession of a strong barrier between the Mysoore country and the sea coast.

The following account of this extraordinary country will be found both amusing
and

and deserving of attention, and which I shall relate in the words of the gentleman :

“ On the 31st ultimo, having crossed Baliaapatam river, at the village of Illiacour, about sixteen miles in a direct line from the sea, and as nearly as I can discover by computation, (for the bad weather prevented any observations of the sun,) in $12^{\circ} 8'$ north latitude, I entered into the Cherrical country, by the same route with Tippoo Saheb, when he last visited the low country, and after four and a half hours' march, halted at Viatore, a considerable and populous village.

This place seemed to have been singularly fortunate in escaping the fury of the tyrant. Its pagoda is a very fine one, and its houses appear to have been untouched, and are still in good order. The inhabitants, in the most inhospitable manner, refused us lodgings, though the weather was extremely bad, and all the whole party were evidently very much in want of refreshment. The Bramins, however, upon learning our situation, offered us an admittance to an outer apartment of the pagoda, in a manner that favoured of tenderness and friendship, which we should thankfully have accepted, but that

at this crisis we were joined by a messenger who had been dispatched to meet us, from the Corga Rajah, and who being a man of note and of the same cast, presently procured us a convenient house.

This country I observed to have a far wilder appearance than the Cotiote, its valleys being fewer, and of less extent, and the Jungle continually thickening as I drew nearer to the Ghauts. Hitherto I had marched upon the direct road to Seringapatam; but now, by the advice of the Rajah's messengers, under whose guidance I had put myself, and whose sincerity I neither then had, or now have any reason to suspect, I turned off, and directed my course more to the northward. Accordingly, on the first instant, in consequence of the road to the Poodicherrum Ghaut having been represented in a most forcible manner, as very difficult at this season, by reason of Parta river, and the Ghaut itself, on account of its torrents being impracticable; I determined upon entering the Corga country by the Tallanca Ghaut, at the top of which I arrived the same day, after a most fatiguing march, of ten hours, eight of which were actually spent in ascending

cending it, and at a quarter before six P. M. I halted in the Corga country, at the village of Beppen Naut, or Coroot.

During the course of this day's march I crossed four rivers, or rather immense torrents, besides several small ones, rushing with astonishing rapidity and dreadful noise down the mountain. The method of crossing was such as I never remember to have either read or heard of before; and at first is capable enough of exciting apprehensions in the breast of a young traveller. In some of the smaller rivers, the tops of rocks or trees appearing above the surface, are used as piers, to support a rude kind of bridge, composed of bamboos, tied with rattans, and in some places a rattan is stretched across for the passengers to lay hold of. These materials are so slight, that one unaccustomed to such a situation, is every moment in dread of his life; the feet and legs being under water by the bending of the bamboo with a man's weight, renders it extremely difficult to prevent slipping off the bridge, which is seldom more than two, and never more than three bamboos in width; particularly where there is no support for the

hands, as I found the case in one or two places; but this method, dangerous as it may appear, is less so than that of crossing the large ones, which is also still more extraordinary. A tree is felled on each side, but not so as to be quite separated from the stump; otherwise, as may be imagined, it would be soon carried off with the stream. The passenger proceeds with tolerable security till he has passed the trunk, he must then depend upon strength of arm in holding by the branches, for the moment he leaves the trunk, he has to encounter the full force of the stream. Thus gradually easing himself off, he proceeds until he can lay hold of the other, when he begins to haul himself towards its stump, according to the seaphrase, hand over hand, among the branches, and from the stump he walks on shore. In either case, a branch breaking, or the loss of your hold, must prove inevitable and instant death. The bridges, however, were not the only difficulties the party had to encounter: the rain was heavy and incessant, the wind boisterous, and the air every moment growing colder, till it became more so than a native of another part of India is well capable

capable of enduring at this season of the year, and the roads so very slippery, that it was with much difficulty they could keep their feet. Several were seized with cramps, fits, and spasms, three who fell ill near the top of the pass, were obliged to be carried the rest of the way, and two were left behind whose lives were despaired of: add to which, we were so tormented with horse leeches, that not a man of the whole (myself excepted, who did not entirely escape either) was able to walk next day without much pain and difficulty. At this place we experienced a most pleasing reverse of the treatment we had met with the day before, the inhabitants behaving with the utmost cordiality and hospitality, readily and cheerfully supplying us with comfortable and commodious lodgings, and offering us excellent provisions, and every thing that they had.

On the 2d, after receiving the necessary orders and passes from the Rajah, I marched to Nalnaut, his place of residence, and had an interview immediately upon my arrival. He assumed a good deal of state upon the occasion, and had the letter which I brought read aloud to him. He then asked me if I knew

knew the contents, and upon my requesting the bullocks to be immediately put into my charge, and inviting him in the name of the Resident to repair to Tellicherry, assuring him it was part of my errand to have the honour of guarding his person, he ordered them to be read a second time, and told me, he thought I must be mistaken, as the latter part was in neither of the letters. I pressed him in vain to accompany me: he said, he could not then move without the greatest inconvenience, but in the fair weather he assuredly would visit Tellicherry. As for the bullocks, that they were ready, but that I could not possibly take them with me from the badness of the roads.

In answer to my observations, that a guard would be sent to Keure with ropes, and every thing requisite to transport them over Balliapatam river, he replied, I might get them over that river, but that I could not possibly make them cross those upon the Ghauts, which are rather immense torrents than rivers; but if I would stay with him till the rains ceased, and the waters upon the Ghauts subsided, which would be in twelve or fifteen days, he would send them with me with an escort of his own people. I believe he observed some dissatisfaction in

my countenance, for he at last told me he would give them to me immediately if I would take all responsibility of losses and accidents among them upon myself: as this was a serious matter, I begged him to wait till next day for an answer, and soon after took my leave. Accordingly, having weighed the matter well within myself, after taking the opinion of my Jimedar, and the Tindal, who was sent with me to take care of them, both of whom judged it unsafe to make the trial. I came to a determination of not receiving them upon such terms. When I considered the plight of my people, some of whom were lamed, one or two sick, and all much fatigued, and as I had every reason to imagine the Rajah was sincere in his promises of sending them as early as possible, I did not think myself justifiable in risking any thing after his remonstrance.

The next day he received me with less pomp and more familiarity, and we soon agreed that I should leave some sepoy's with him to assist in bringing the cattle at the time appointed, and return myself the next day. He now told me he had two Europeans in his country, who, by the description I received of their dress, I took to be

be deserters, one from the Artillery, the other from the Infantry, and that he would send them also.

The Rajah, in answer to my request of guides to the other Ghaut by which I meant to return, assured me that it was not possible for me either to ascend or descend by it at this season of the year; but he described minutely to me both the Ghaut itself, and the roads leading to it, both in the upper and lower country; and further, sent two intelligent men to my quarters, to furnish me with every information they could give respecting the country and roads. Our business being adjusted, he conversed upon many other topics in a sensible and polite manner: he gave orders for guides and coolies to carry all our baggage, and for provisions for our march, what we brought with us having by accident been lost in crossing a river.

On the day following, upon my going to take leave, he recapitulated all that passed, and directed me to assure the Resident and the Commanding Officer, that the cattle and deserters should certainly be sent at the time specified; that though I could not reach the principal pass, which is called Poodicherrum, that

that it was a very easy one in the proper season. To his own knowledge, Tippoo, with 40,000 men, elephants, camels, and horses, had ascended it with all his artillery, some of which were eighteen pounders. The Rajah added, that it was only two days from thence to Periapatam, and from that place to Seringapatam, it was only two days more. He assured me the English should have his permission to pass and repass through his country, when and where they thought proper. He begged a fine Arab horse might be purchased for him and brought from the northward in one of the Company's ships.

On the 4th, after the ceremony of taking leave, I left Nalnaut, highly pleased with the treatment I had experienced from him and his people, and by the same route, and same stages as before-mentioned, returned to Illiacour. The whole of my party being much fatigued, I was under the necessity of procuring from the Rajah men to carry our baggage, even to the sepoy's knapsacks, which he readily and abundantly supplied, having previously made it a point of honour, on my part, not to pay any money for services, or make presents to any of his people for their labour,

or

or to any others from whom I received provisions or refreshments, as he had given strict orders for my being so supplied wherever I went. However, I found means to leave behind me some few proofs of my country's generosity, without an actual breach of promise, by making presents to their children.

In justice to the people I must remark, that though the civilities were certainly by the Rajah's orders, yet they were evidently shewn to proceed from them with the utmost cheerfulness, and to accord fully with their own friendship and hospitable sentiments.

As my intelligence was unavoidably rendered rather imperfect from my short stay, it is difficult for me to ascertain with precision the exact extent and boundary of the Corga country. I therefore offer such ideas as I was enabled to form from the conversation of the Rajah and his people. It is about twenty-four coss in length, and as many in breadth : commencing northward in the latitude nearly of Mangalore, exclusive of his possessions in the low country, which consists of Comlah and the interjacent country, between that place and the Ghauts. The upper part is bounded on the North East by the Bednore province ;

on

on the South East by the Myfore ; on the North West by the Canara, or Mangalore ; and on the South West by the Malabar or Colestria ; whereabouts, between that part of Colestria, subject to the Cherrical and the Corga country, the real boundary lies, I cannot determine, but I conceive the foot of the Ghaut on the westward side is it ; for though I observe the Eastern side inhabited and cultivated by the subjects of the Corga Rajah, I do not perceive that the Western side of the hills, after the ascent begins, is claimed by either.

In regard to his lower possessions, I do not consider them as original and hereditary, but rather as late acquisitions ; because, within my own knowledge, an independent Rajah of Comlah has existed, to whose Durbar I was once sent upon a similar occasion by General Mathews.

The rains in this country, as I was informed, commence about the same time as in the lower country, and are incessant till the end of August, occasioning those immense torrents upon the Ghauts, and the air so extremely cold, that the warmest clothes and a
large

large fire are not only comfortable, but at night absolutely necessary. The winds in general boisterous and variable, by no means fixed in one quarter, as on the coast.

About Christmas, I understand, the air is much colder, and the atmosphere very serene; which, together with the burning and clearing of the country, must render their prospects extensive and delightful; and their climate extremely salubrious. Here I shall take the liberty of submitting an idea which forcibly struck my mind, and I shall be satisfied if any suggestion of mine proves of as much utility as I have reason to hope it is capable of. From the above description and the appearance of the inhabitants, I am led to imagine this would be an excellent country to restore relaxed constitutions: how many of our valetudinarians languish under heavy complaints, and are useless to the service for a series of years for want of the means of visiting colder climates, and who otherwise might be speedily restored to health and to the service. This country is so near, that little expence would attend the journey, and their stay there, would possibly answer all the purposes

purposes to be hoped for from a voyage to China, to Bussora, or even to Europe.

The soil of the valleys is very heavy and rich, composed chiefly, I conceive, from the rotten leaves, &c. which fall from the woods and mountains : the extraordinary length and thickness of the grass evinces the fertility of the country : but what I learned of the rice is astonishing. It is generally six months from ploughing to reaping. The stalks are from four to six feet high, in proportion to the situation being more or less elevated, and each ear produces nearly a tipper^y* of grain, an uncommon increase, and an ample compensation for the want of a second crop. The coldness of the climate accounts for its being longer arriving at a state of maturity here than in the low country.

I observed no fruit but plantains, though doubtless there are others. This country produces cardamums, but none, or very little pepper. I did not observe a single cocoa-nut, arrack, or brab-tree, after leaving the Cotiote country. Sandal wood is in great plenty : the mountains produce abundance of teak and poon, with many other large trees that I am

* A small measure used on the Malabar Coast.

not acquainted with; the whole country almost is covered with bamboos and rattans, growing so thick as to form a jungle impenetrable, but by the roads cut through them by the inhabitants. In this, and the difficulties of crossing their numerous rivers, consists that strength, which they boast never yet acknowledged a conqueror.

The appearance of the country is extremely wild and romantic, consisting of hills covered with wood, between which are narrow rice valleys; and the many rivers which here and there appear among them, add a beautiful variety to the scene: nor ought I to omit the appearance of their villages, which are for the most part situated at the upper end of the valley upon the tops of their highest hills. The village where the Rajah resides is similarly situated; near which, on a separate and higher eminence, is his Durbar, very little superior in appearance to the other houses, which are of mud walls, with good timber-work, and thatched with rice straw; round the Durbar is a flight stockade, interwoven with a prickly hedge about fifty yards square, and at the four corners are four separate houses, which are probably guard-houses.

Above

Above the Ghauts I saw few wild animals, no game whatever, but abundance of very fine bullocks and fowls. I have learnt however since, that there are wild elephants, buffaloes, and some other quadrupeds common to many other parts of India. They have neither sheep or horses, and I only saw one goat among them. Their bees produce, if not the finest, at least as good honey as any in India, and in great quantity; if we may judge from the fine flavour of it, they must have abundance of odoriferous flowers.

The men are perfectly upright, and though there is a rough appearance, there is also a pleasing one in their countenance; but what was a matter of extreme admiration was the great uniformity of feature among the men throughout the country; so much, that one would imagine they were all related. We found them hospitable and courteous in their manners: their women and children approached and conversed with us in the most easy manner, or went about their usual occupations without regarding our presence, even though in the same house. That they are very industrious is seen at the first glance; the rice growing upon the very tops of some of their

hills, which have been with astonishing labour cleared, and banks raised of ten, twenty, and even thirty feet high, supporting fields in the nature of terraces from the bottom to the top*. Every man was armed with a match-lock and niar knife. Their dress consists of a large coat, long drawers, cummerband and coarse turban. The lower class have no sleeves to their coat, and only a very coarse cloth or handkerchief on their heads. The women wear a cloth over their breast and shoulders, which, like the Malabars, fall to their knees, over that they wear a very full petticoat, and their head uncovered, have their hair very neatly smoothed and held up by a comb.

The men are amazingly stout, strong, and hardy, few are under six feet high, and many above; their women in proportion, fairer than the Malabars, and tolerably handsome.

To conclude this account the Rajah is esteemed the father of his people: he encourages the subjects of the neighbouring

* This mode is observable in most mountainous countries, as has been already taken notice of in respect to the inhabitants of the Alps.

country to settle in his kingdom: by his example he promotes virtue and courage, and by his liberality, manufactures and agriculture. It is probable that Corgah will again, under his protection, become a happy nation.

I saw this extraordinary man during his visit to General Abercromby: he is slender, but well made, fine eyes, and possesses great vivacity; he is passionately fond of horses, and the General at different times presented him with two of the best he could procure. He spoke with great respect of the English; but with horror and disgust of Tippoo: and it was pleasing and satisfactory to hear his expressions of gratitude and regard for the faithful and steady attachment of his subjects, who, in the time of his distress, neither forgot their love and respect for him, or swerved from the natural independency of their disposition. It was only the loss of life that could make them quit for a moment the interest of their sovereign.

I am apprehensive that the climate of the Corgah country is unfavourable to strangers during the continuance of the rains. The mountains, no doubt, attract the clouds, and the moisture settling on the trees, or falling

on the earth, without the influence of a powerful sun to exhale the vapours, must, in some degree, have a tendency to promote disorders incident to the situation. Clearing the country in the neighbourhood of any ground our troops may occupy, and having them sheltered with comfortable habitations, may, in a great degree mitigate, if not entirely remove, both the cause and effect.

APPENDIX (E.) Page 424.

Amongst other inconsistencies it has been surmized, that Buonaparte, after he had approached the coast of Malabar by the route of the Little Desert and the Persian Gulf, intended to destroy Surat, and capture Bombay. The first I will allow, with an army of 10,000 men might be practicable; but I strongly deny the possibility of the latter. The destruction of Surat, would for a time, annoy our commerce to the northward, till a sufficient force could be collected to drive him from the country. But it would at the same time operate against his own resources, and it would be more to his advantage to protect Surat, than it would be to act otherwise and to destroy it.

Although

Although these idle speculations cannot, from the insurmountable difficulties which a French army would experience in reaching India, give a moment's uneasiness, it may not be improper to offer a few observations on the political and military advantages derived from the settlement of Bombay. It will be allowed that the expences attending distant colonies or dependencies should be proportionate to their revenues or income. In some cases, either great political reasons, or the prospect of future advantage, counterbalance any extraordinary expence that may be incurred in retaining a distant garrison, or particular colony beyond its internal resources. When this happens, the advantages to be derived, whether present or future, should much more than preponderate in the scale of the expenditure, and this too, should be very clearly ascertained.

That the Island of Bombay is favourably situated for trade, its docks necessary for the repairs of shipping, and the construction of durable vessels, that it is an ancient settlement of the Company's I will readily admit; but when put in competition with these benefits, the immense sum of

nearly half a million, which is the annual sacrifice for retaining this settlement, independent of its own resources, we may well wonder that its political value has not been more strictly enquired into. It is far from my intention to depreciate the advantages of Bombay, on the contrary, that island is essential to our interest.

1st. As the center of our trade from the northward, from the Mahratta country, and the Gulf of Persia.

2dly. As a dock-yard for our ships of war and Indiamen.

3dly. As a harbour for water and refreshment for the use of the ships that protect our trade in the Indian Seas.

4thly. As a place of respectability and strength on the coast of Malabar.

Bombay, in a political point of view, is certainly of very little consequence to our affairs in India, as a place of commercial consequence. From the vicinity of Bombay to the Mahratta country, will readily be allowed, in place of being an advantage, it has frequently involved the East-India Company in unprofitable wars. The event of these wars have uniformly proved unfavourable by attempting,

attempting, from a small island without resources, military operations against a powerful and warlike nation. From a handful of men, scarce any provisions, and destitute of carriage for either military stores or ammunition, what good could be expected; without bullocks to drag the guns, or labouring people in sufficient number to assist the operations of an army, the forces of Bombay have been frequently employed in hostile expeditions. Their outset has in general been attended with these fortunate circumstances commonly obtained by active partizans when a blow has been struck from an unexpected quarter; but the result has been uniform: no good consequences have ever been reaped in regard to the immediate aggrandizement of the settlement; but on the contrary, a load of debt, broken faith, and an exhausted treasury.

The government of Bombay had often endeavoured to promote the respectability of their situation by territorial acquisitions, but we have to regret the delegation of too great a degree of power, which have occasioned those evils we have had so much reason to complain of.

By

By the Mahratta war, the government of Bombay reduced itself to the most unpleasant situation. Its resources were drained, and the garrison frequently left an easy prey to an invading enemy, had they ever attempted its reduction. Had not impolitic wars exasperated the Mahrattas, no foreign power could have given us a moment's apprehension, or in any instance durst they have ventured to land on our territories, or on that of the Mahrattas.

The impolicy of a Mahratta war is extremely obvious. The surrounding country is entirely possessed by that nation, and it is not to be supposed that the government of Bombay could be allowed to draw resources in various ways from their country, in order to employ them against themselves, and without such assistance it is utterly impracticable to equip an army from Bombay, capable of offensive operations. But indeed, so far from wishing to extend our territorial possessions on this side of India, sound policy dictates that we should endeavour to retain what we have already got: and this too is much more difficult than to acquire dominion. The one is often the effect of chance, while the other is the deliberate exercise of wisdom and experience.

I have already taken notice of the coast of Malabar in a military point of view*, and it appears to me, that our principal military stations on the western side of India should be established on that coast. In place of resorting on all occasions to Bombay, for a supply of guns, stores, and ammunition, and even for provisions, a depot, or perhaps two, should be established, one the northward and another in the southern part of the province, where arsenals should be built, and a laboratory for ammunition, and where every requisite for military equipment might readily be found in cases of necessity. To the northward, Cannanore is extremely eligible for this preference, as Cochin is to the southward. My reason for recommending the port of Cochin proceeds from its being by far the finest river on the coast of Malabar, and navigable a considerable way. The bar admits ships of burden : when within it, they ride in perfect safety, and large lighters lie close up to the gates of the town. In the neighbourhood there are many excellent slips for ship building, and within these few years,

vessels have been built, and are now building, from 1,000 to 1,200 tons burden. The finest teak timber in India is floated down the river for their construction, and when finished, are conveyed with safety over the bar, where their masts and rigging are set up. The natural situation of the place is strong, and the fortifications regularly built in the European manner. The interfections and arms of the sea every where in its neighbourhood, render it particularly eligible for defence, and it would prove an excellent strong hold and place of arms, and is equally calculated for offensive operations from its vicinity to the dominions of Tippoo Sultaun. It is particularly favourable for the attack of his southern provinces, at the same time that Cannanore or Balliapatam would command an easy entrance into the Myfore and to the capital of his empire. The vicinity of these places to the sea, would furnish our armies with provisions and stores at an easy expence, and avoid a tedious land carriage, the bad effects of which we have so often experienced.

Bombay might be garrisoned by European troops, and regiments of marines, raised on the

the same footing with the present marine corps. The utility of a body of this sort to Bombay in its mercantile point of view renders it particularly deserving of attention. When it is considered the many sea-ports dependant on Bombay, and the residences in foreign situations, the marine establishment must be regarded as essentially useful. The men answer equally well to garrison our forts, serve on shipboard, or act in the field; and it would therefore be well to have them organized in the same manner as the regiments of native Infantry. Field officers could be employed to great advantage from this corps at the subordinate sea-port stations, where they could be attentive to the discipline of their men, procure recruits, and be ready to attend to every requisition made to them for the protection of trade. How useful would they be in time of war, and what valuable services might have been expected from them, had they been numerous enough, during the last and the present war, to have been ordered on board of his Majesty's fleet, and the Honourable Company's vessels. Their number at present consisting of about 800 men, could be easily increased by men of the proper

proper caste, to twice or three times that number.

APPENDIX (F.) Page 431.

Zemaun Shaw, the present King of Candahar, having of late created serious alarm in Hindostan, it may be both amusing and instructive to notice more particularly the revolution which took place under his predecessor, Ahmed Shaw Abdallee, and his first attempt to invade the Mogul Empire. This account becomes more interesting from the circumstance of "Cahal being in a political light considered as the gate of India towards Tartary, as Candahar holds the same place with respect to Persia." The following extracts are chiefly taken from Scott's translation of Ferihta's History of Dekkan, and Major Rennell's Memoir of a Map of India.

"This year was distinguished by the invasion of Ahmed Shaw Abdallee, and the death of the Emperor Mahummud Shaw. Ahmed was the son of a chief of the Afghaun tribe of Abdal, in the vicinity of the city of Herat, and was taken prisoner in his infancy by Nadir Shaw, commonly called Kouli Khan, who gave him the post of a yessawul,

or mace-bearer, and by degrees promoted him to a considerable command in his army. Upon the affassination of that monarch, he had the good fortune to possess himself of a considerable treasure, with which he retired to his native country, and assumed the honours of royalty over the Afghauns of his tribe. He then marched against the fortrefs of Candahar, which submitted to his arms, and prevailed upon Nasir Khan, the Soubadar of Cabul, to acknowledge his authority, permitting him to continue in office on promising to pay down five lacks of rupees. Nasir Khan would have performed his agreement, but the chief inhabitants of the province refusing to contribute the sum, and persuading him to resist, he withdrew his allegiance, upon which Ahmed Shaw marched against him. On his approach the people of Cabul deserted their Governor, and Nasir Khan retired to the village of Peshawir, where he held out for some time ; but fearful of falling into the hands of Abdal Shaw, as his provisions were exhausted, and he had no hopes of a supply, he made his escape towards Dhely, leaving his family and effects behind him ; which, with the fortrefs, fell into

into the hands of the besiegers, two days after his departure. During this siege, Shownowauz Khan, Soubahdar of Lahore, offered to join the fortunes of Ahmed Shaw Abdallee, on condition of being appointed his vizier, and his proposal was accepted ; but, at the remonstrance of his uncle, Kummir ad Dien Khan, vizier to the Emperor Mahummud Shaw, he repented of his treachery ; and when Ahmed Shaw, on the fall of Peshawir, claimed performance of his engagement, he declined it. The Shaw, being enraged, marched against Lahore, which fell into his hands after a short resistance. Shownowauz Khan made his escape, with a few attendants to Dhely. Emboldened by this success, and the weakness of the empire, Ahmed Shaw resolved to attempt the conquest of the capital of Hindostan, and in the beginning of this year began his march from Lahore. Mahummud Shaw, being at this time too much indisposed to take the field, dispatched his only son, Prince Ahmed, against the enemy, under the conduct of the vizier, Kummir ad Dien Khan, Suffderjung, Soubadar of Oude, Eesuree Sing, Rajah of Jeypore, and several other chiefs, with a great army. They advanced

vanced to the banks of the Suttulludge without meeting the enemy, who had artfully passed them and plundered the rich city of Sirhind, where the heavy baggage of the Prince was deposited. Upon intelligence of this misfortune the Prince returned, and upon his arrival near the enemy, threw up entrenchments round his camp. The Afghaun Ahmed Shaw, did the same; and for some days several skirmishes took place between the two armies. At length, Kummir ad Dien Khan, the vizier, being killed as he was at his devotions in his tent by a canon ball, a panic prevailed in the Mogul army, and Eufuree Sing, with his rajepootes, fled from the field. Meer Munnoo, the vizier's son, and Suffderjung, however, disdained to fly, and by their address restored order in the camp. The next day, a magazine of rockets taking fire in the enemy's camp, number of the troops were wounded by the explosion, and Ahmed Shaw Abdallee, either disheartened by this loss, or satisfied by the plunder gained at Sirhind, thought proper to retreat towards Cabul, which he did unmolested. Mahummud Shaw being near his end, upon intelligence of the

enemy's defeat, commanded the Prince to return to Dhely, having first conferred the government of Lahore on Meer Munbroo, as a reward for his services. Before the royal army reached Dhely, the Emperor expired, aged forty-eight years and some months, in the thirty-first year of his reign. His death was concealed for some days till the arrival of the Prince, who, on the first of Jemmaud, Al Awul was saluted Emperor in the garden of Shaliman; and on Friday, the twelfth of the same month, went in royal pomp to the great mosque, where the Khootbah was read, and coins were struck in his name. Mahummud Shaw was buried in the College of Nizam ad Dien, in a sepulchre he had erected on purpose."

The extensive dominions of Zemaun Shaw, have already been taken notice of; they extend 800 miles in length, but their breadth is much less. The province of Cabul appears to be the most fertile he is possessed of. It is, by every account, a country highly diversified, being made up of mountains, covered with eternal snows; hills of moderate height and easy of ascent; rich plains, and stately forests; and these enlivened by innumerable streams of water. It produces every article necessary

to human life, together with the most delicate fruits and flowers : it is sometimes named Zabulistan, from Zabul, one of the names of Ghizna, which was the ancient capital of this country, and of which Candahar was then reckoned a part.

The chief city of the province is called Cabul, and situated on a river of the same name ; but at Jalahabad, sixty or seventy miles below the city, it takes the name of Kameh, or Kamah, and falls into the Indus, opposite to the city of Attock. The river Kameh at Jalahabad, becomes navigable for jalebs, or rafts, of a particular construction. From the circumstance of no boats being made use of but only rafts, it is supposed that the stream of the river is interrupted by rapids ; and we also find, that the Mogul Emperor made voyages on that river in the same way.

The city of Cabul, the capital of Zemaun Shaw, is situated near the foot of the Indian Caucasus, or Hindoo Kho ; and the proximity of this ridge occasions the most rapid changes in the temperature of the atmosphere. Its situation is spoken of in terms of rapture by the Indian historians, it being

no less romantic than pleasant; enjoying a wholesome air, and having within its reach the fruits and other products both of the temperate and the torrid zone. The subjects of Zemaun Shaw are chiefly Afghans, the rest Persians and Tartars, of almost every denomination; and he can bring into the field a very numerous army both horse and foot. It appears of late, that he has turned his arms to the westward, seized on the city of Heraut, a principal city on the side of Persia, from whence he has driven Mahemed Shaw, and taken his wife and family prisoners. From every account, Zemaun Shaw, is a very enterprising Prince, whose views ought to be narrowly watched for the safety and prosperity of our empire in the East.

APPENDIX (G.) Page 440.

The British Government was never better intitled to demand a favour of the Grand Signior than at the present moment.

The island of Cyprus, on a former occasion, was mentioned as being about to be ceded to Great Britain, for certain services on the part of this country; but a little reflection

tion and investigation will point out Cadia, as much more eligible and conducive to our interest.

Situated on the center of the Mediterranean, the position of Candia is particularly favourable, as her ports are, in like manner, extremely commodious and encouraging to commerce; whilst the climate is admirable, and her natural productions, even in the hands of the Turks, luxuriant and abundant.

In a moment she is ready to protect our trade in that quarter, or to check the insolence of the Emperor of Morocco, or the Beys of Tunis, Algiers, or Tripoli.

Almost equi-distant from the ports of Scanderoon, Latachea, and Alexandria, she can with equal ease turn to either.

Her situation is also respectable in regard to the European powers, by whom she is surrounded, and placed particularly favourable by her vicinity to Egypt, should a communication be opened to India by the way of Suez. This circumstance on the present occasion should not be neglected; but a free intercourse be confirmed to Great Britain by the Porte, and hereafter by the government of Cairo.

Candia, as an island, (and by which the interest of the East-India Company would be highly benefited) is superior to any in the Mediterranean, and possesses more evident advantages, being capable of a vigorous defence able to support her inhabitants, and in the course of time, prove an useful and extensive colony, highly interesting to the mother country.

The consequence, fertility, and natural strength of Candia, attracted the attention of former ages. The island of Crete, from the most early period of naval architecture, became the object of a maritime people, whether in the line of fair trade, or the retreat of freebooters and pirates, who from remote antiquity have continued to infest the Mediterranean. Their secure independence defied invasion, and the forests of Mount Ida, afforded excellent timber for the purposes of ship-building, while the luxuriance of the valleys yielded the necessaries and comforts of life.

The island of Cyprus is, on the other hand, almost uninhabited; without revenues, without cultivation, and consequently without resources, and her situation in an obscure corner
of

of the Levant, precludes the advantages enjoyed by Candia.

Possessed of this important island, England would have little to regret in the loss of Minorca and Fort Saint Philip*. And, was I allowed to suggest, another material object presents itself to our observation.

The Government, at very great expence, transport the convicts to Botany Bay, or Port Jackson, where they must be maintained at the expence of their country for near three years after their arrival; and, after all, little benefit can be expected either from their labours or gratitude. How much better and more usefully could these men be employed nearer home in repairing the ancient fortresses of Cania and Candia, in cutting timber for the use of our navy, in cultivating the vine, clearing the island, making of roads, and other works of public utility? While the expence of their maintenance would scarcely be felt, from the natural richness of the soil, and where the labour of one-third would abundantly supply the necessities of the remaining two.

Whether the island of Candia is, or is not ceded to Great Britain, should it be judged

* This island has lately fallen into our hands.

expedient to establish the communication proposed, the Turkish Government would readily allow of an English Resident being settled on the island, and also of an establishment in the Red Sea. But indeed this could be done on the coast of Abyssinia, in a situation independent of the Turks, with the consent of the Sheick or prince of the country.

The trade, with this part of Africa, from the latitude of Upper Egypt to the Straits of Madagascar, is an arcanum unknown to us; but that it is productive is certain, from the desire the Mahomedans have evinced on every occasion to reserve it for themselves: to effect the purpose, many subjects of the Porte have attained firmans, establishing small settlements on the western coast of the Red Sea, where they collect duties on the merchandizes of India, annually sold at the mart of Gedda, and transported in country boats to the opposite shore, where they are exchanged for the valuable produce of Africa, gold-dust, ivory, gums, and drugs of various kinds. The European goods are principally French and Italian, landed at Alexandria, and at a small expence

expence transported from the Nile to Cairo, from whence they are conveyed on camels to the kingdoms of Nubia or Senaar, Abyssinia, Adel, and the Eastern coast of Africa; as also the kingdoms of Fez and Morrocco. The prosecution of this subject would lead me into a discussion unnecessary to the present question, further than the propriety of having a settlement of our own to resort to, in preference to one inhabited by men different in manners and in customs, where water and refreshments might be easily procured, and which is evidently connected with any establishment we may be able to procure in the Mediterranean.

APPENDIX (H.) Page 441.

In order to shew the nature of the delays experienced in a journey to India by the Great Desert, it is necessary to premise, that a preference has in general been given to the port of Venice, without considering the prevailing winds in the Adriatic at particular seasons, or the unskilful pilotage of Sclavonian sailors.

It is always much better to prefer a port on the eastern shore of the Mediterranean;

diterranean ; to proceed by land to the southernmost parts of Italy or Sicily, and there to embark. Another circumstance is, the Company's agents have it very little in their power to promote dispatch, from the difficulty in procuring a vessel ; and who, after all, perhaps supply you at a great charge, with a bad sailer and an ignorant commander.

The delay which Mr. Irwin experienced on his journey was nearly similar to my own : the one case fully confirms the other, and I trust will be a caution to all future travellers to India from frequenting any ports of the Adriatic. These facts are further corroborated by the testimony of Colonel Wood, of the Bengal establishment. This gentleman left England in March 1779, bound for India with public dispatches, and ordered by the Court of Directors to take the route by Venice and the Adriatic. Colonel Wood arrived at Venice on the 29th of the same month, when he was detained till the 16th of April ; “ during which time,” he says, “ the endeavours of Mr. Richie, the consul, to provide him with a proper boat was unsuccessful, and he was at last obliged to pay 280 chequins for an undecked Sclavonian boat,

boat, which was twenty-one days in clearing the Gulf of Venice, having put in at Ragusa, and again at Roze."

It will be observed, that Mr. Irwin, of the Madras, and Mr. Smyth, of the Bombay establishments, were, according to the first gentleman's account, "entrusted with dispatches from the Directors of the India Company to the Government of Bombay and Madras, too important to admit of delay," consequently they were entitled to every attention, exertion, and support which the Company's Agent's had in their power to bestow.

From the zeal and anxiety shown on all occasions by Mr. Irwin to proceed with celerity, and from the personal knowledge I had of Mr. Smyth, I am convinced no exertion or assiduity was wanting on their part to fulfil the commission entrusted to their care as speedily as in their power. The circumstances of delay attending the mission of these gentlemen will be explained in the following report of their journey over-land, from leaving England the 26th October 1780, to their arrival at Bombay the 29th May 1781.

They left London on the 26th October
1780,

1780, and arrived at Venice the 6th November following.

Embarked on board a Sclavonian trabaculo the 14th November—failed the same day.

Returned to Venice on the 18th, after an ineffectual attempt, having been deserted by the captain and the crew, and obliged to shift for themselves.

Embarked again in a Sclavonian ship on 12th December—failed the same day.

On the 18th anchored at Yarbonne, a small haven in Corzola.

On the 26th failed, and on the 28th anchored in Cattaro Bay.

On the 29th January 1781, failed from Cattaro Bay with a northerly wind.

On the 8th February anchored at Lerna, in the island of Cyprus, where they remained only twenty-four hours; and on the 12th February arrived at Latachea.

Left Latachea the 5th February, arrived at Aleppo on the 20th.

Left Aleppo the 19th March, and arrived at Bagdad the 10th of April.

Left Bagdad the 21st of April, and arrived at Buffora on the 2d of May.

On

On the 7th of May failed from Buffora, with the wind at N. W. and arrived at Muscat on the 20th, and at Bombay on the 29th of the same month.

On account of a further detention at Bombay, it was not till the end of June that Mr. Irwin arrived at Madras, the place of his destination.

I now subjoin a short detail of my own disappointments, and which were submitted to, by me, with the greater reluctance, from the very earnest desire I possessed to reach the place of my destination with all possible dispatch.

Report of a Journey over-land from England to India, in the Years 1789-90.

Left London the 21st August 1789, and arrived at Venice the 8th of September.

Detained at Venice by the Company's agent in procuring the vessel till the 18th September.

Sailed the 21st, and the 26th put into Cattaro Bay, where I was detained till the 20th of October.

Sailed

Sailed the 20th October, and arrived at Zante the 1st of November.

Detained at Zante by the Sclavonian commander till the 13th November, when at the expence of two hundred guineas I was obliged to hire an English brig to Scanderoon or Latachea. Sailed, and the 28th anchored in the bay of Scanderoon.

Left Scanderoon the 30th, and arrived at Aleppo the 4th December.

Detained at Aleppo, in procuring an escort, to the 15th.

Left Aleppo the 15th December, and arrived at Buffora the 17th of January 1790.

Sailed from Buffora the 24th, and after a passage of twenty-one days arrived at Bombay the 23d February. N.B. I was detained six days by the loss of the vessel's rudder from her striking on Buffora bar, and from putting in at Busheer on the coast of Persia, where we remained four days waiting for the Resident's dispatches, making in all a loss of ten days in the voyage.

It will be observed, that out of 185 days, the time spent in travelling from London to Bombay, there are no less than eighty days
and

and a half lost, I may almost say in unnecessary delays; and that the delays experienced by Mr. Irwin exceed what I had so much reason to complain of.

Mr. Irwin and myself unluckily made choice of the Gulf of Venice, where vessels are difficult to be had for the Levant. From the extent, as well as danger of the Great Desert, much time is spent in procuring the guard, provisions, water, and baggage, that must necessarily accompany you. The extreme heat of the summer, and the piercing cold of the winter months, are equally adverse to European constitutions, perhaps not inured to the fatigue of long tedious marches, and an inhospitable climate: but, indeed, I am firmly persuaded that messengers of the country are on every occasion to be preferred, unless, as Mr. Dalrymple observes, where verbal dispatches are entrusted to a European, in case of accident to his written ones.

Another circumstance which creates delay, is the want of camels at Aleppo; for unless they arrive in the caravan from Bussora and Bagdad, there are none procurable in that neighbourhood. It will be observed, that almost every delay would have been obviated, had an English

English packet-boat been ready at Messina, and had the dispatches been forwarded through Egypt or Arabia by a country messenger.

It is rather remarkable that Colonel Capper and Wood had nearly the same reason of complaint with Mr. Irwin and myself. The first mentioned gentleman was four months and ten days from Leghorn to Bombay*. General Hartley left England on the 5th of Nov. 1785, and owing to similar delays was near six months in reaching Bombay. These instances, and of which many more could be given, relate to the journey from this country to India; but should we refer to the journey from India to England, we shall find the necessity of having a regular establishment of packet-boats still more apparent: some gentlemen, from the want of it, have been eleven months, others near thirteen in performing the route over-land. To establish this fact we can instance the names of Mr. Brodie, M. P. Mr. Stark, Mr. Howell, Major Macleod, Lieut. Morris, Capt. Valentine, and many others, gentlemen in the service of the East-India Company, and all, no doubt,

* Vide page 100 of that gentleman's journey.

anxious to return to their native country with expedition.

APPENDIX (I.) Page 444.

Independently of the post through the Company's possessions in India, and also, through the Mharatta country, from Bombay to Calcutta, and from thence to Madras, there has been lately a post established between Great-Britain and India, subject to the following regulations :

Affecting the transmission of Letters by the Monthly Mail to Buffora.

“ The honourable the governor in council having resolved to establish a regular monthly communication with Great-Britain, *via* Buffora, the public are hereby informed, that private letters will be received for transmission at the office of the Secretary to Government, under the following regulations :

First. “ That no letter shall exceed in length four inches, in breadth two inches, nor be sealed with wax.

Second. “ That all letters shall be sent to the Secretary of Government with a note,

specifying the writer, and with the writer's name signed under the address, to be countersigned by the Secretary, previous to deposit in the packet, as a warrant of permission.

Third. " That postage shall be paid on delivery of the letter, at the rate of ten rupees a single letter, weighing one quarter of a rupee; for letters weighing half a rupee, fifteen rupees; and for those weighing one rupee, twenty rupees. Letters for Buffora, Bagdad, Aleppo and Constantinople, will also be received and transmitted to the Resident at Buffora, under the foregoing regulations, in a separate box; those for the former place paying at the rates of letters from Bengal to Bombay, those for Bagdad and Aleppo for single letters, four rupees, progressively as above, to eight; and those for Constantinople six for single letters, progressively to twelve. The whole subject to such alteration as future information may render necessary.

Fourth. " Two mails will be transmitted by each dispatch, one of which is intended to be dispatched *via* Aleppo, the other *via* Bagdad; letters in duplicate will be placed in each packet,

packet, or, if single, at the discretion of the Secretary.

Fifth. " No packet or letters are to be received by the commander of the packets but through the prescribed channel, nor will any, except through the same channel, be forwarded by the Resident at Buffora.

Sixth. " The mails will be dispatched from Bombay the 1st day of every month, and the first dispatch will be on the 1st of January, 1798."

*Published by order of the Honble.
the Governor in Council.*

JOHN MORRIS,
Secretary.

BOMBAY CASTLE,
7th Dec. 1797.

I am sorry to understand that this communication has hitherto not entirely met the approbation of the Court of Directors, from the great expence the Company is put to in conducting it. It has been stated at no less a sum than £. 12,000 per annum, or £. 1000 for each packet. I am confident that proper regulations would very much reduce, if not totally annihilate all outgoings on this score: but as I have already said so much

on the subject, it is unnecessary in this place to repeat the observations which I have made relative to it.

Another ground of objection I understand is, that by establishing regular monthly packets, the enemy will be in possession of the exact period of their departure, and consequently be more easily able to intercept them. In the present situation of public affairs, I cannot apprehend any danger in adopting the only routes between this country and India which are now eligible, and at all events letters of consequence might be written in cypher, and duplicates forwarded.

The following are the regulations for the Hindoostan inland post, with the rates of postage chargeable on each letter, according to the weight.

Post-Office Regulations by order of Government.

“ The honourable the President in Council, having judged proper to re-establish a General Post-Office for the convenience of this Presidency, under the superintendence of Mr. Charles Elphinstone, has framed the following

following regulations for conducting the same.

I. Letters by Dawk to Bengal and Madras, to be conducted in the same manner as signified in the plan, for which Dawk is open for inspection at the Post-Office.

II. In order to reimburse the Company, in part for the expence of a General Post, a postage will be exacted on all letters from Europe, of one quarter of a rupee on each, which must be levied before they are delivered. Letters of the above description will be sent to the Post-Office the instant after the government dispatches shall have been taken out of the packets, they will then be sorted and registered with all possible dispatch, and immediately circulated by messengers; a proper number of whom will be entertained for the purpose, but none will be issued at the office until the day after the arrival of the ship, when such persons, whose places of abode may not have been ascertained, will have an opportunity of claiming their letters. Orders will be transmitted to the heads at subordinates, to collect, on account of Government, the postage on Europe letters forwarded to the respective settlements:

the Post-Master is instructed to forward, by the earliest conveyance, whatever official dispatches may be sent him from the Military Board, the Pay-Master-General, or Deputy-Adjutant-General; such dispatches bearing their signature on the subscription: but in the want of those officers having occasion for express conveyance, they are directed to signify such necessity to the Government Secretary, for the sanction of the President in Council, who being satisfied of the propriety of the application, will issue the necessary orders for their being expedited accordingly.

III. Letters to and from the other Presidencies conveyed by sea, are to bear the same postage as those from Europe, as also the letters to and from China.

IV. No postage will be levied on letters to or from subordinate stations to this Presidency, which will, notwithstanding, be received and distributed from the Post-Office as addressed; and those outward, transmitted by the earliest opportunity that offers.

V. The commanders of all country vessels are strictly enjoined on no account to receive

ceive letters for Bengal and Madras but through the Post-Master; and that, on their importing from those Presidencies and Subordinates that they send the private letters committed to their charge to the Post-Office as soon as possible after their arrival.

VI. In consequence of the above instruction, the Post-Master, at a general ship-dispatch for Europe, will be directed in future to receive all private letters, nor will any be received elsewhere. No letters can be forwarded to Europe over-land, without an express permission from Government.

(Signed) JOHN MORRIS, Sec.

NOTICE *.

All letters or packages for Europe, exceeding two ounces in weight, will in future be taxed agreeably to the table annexed; and that none will be received into the packet unless they are brought to the office between the hours of ten in the forenoon and three in the afternoon, and the postage at which they are rateable, previously paid.

* This relates to sea conveyance only.

TABLE.

Weight.		Postage.
2 Ounces	4	Rupees,
3 Ditto	9	Ditto
4 Ditto	16	Ditto
5 Ditto	35	Ditto
6 Ditto	36	Ditto.

And so in proportion for all letters and packages of a greater weight.

CHARLES ELPHINSTONE,
Postmaster.

POST OFFICE,
13th December, 1793.

APPENDIX (K) Page 53, Vol. II.

In preference to all which has been said by different authors of the situation of the principal port of the Romans on the Red Sea, called Berenice, I am inclined to credit the account given by Monf. D'Anville in his "Compendium of Antient Geography," wherein he places Berenice in the latitude of nearly 24° N. This celebrated geographer mentions, "that the town now named Kené, Coptos, or according to its present form, Kypt, situated on a canal communicating with the Nile, became a great mart of commerce, by means of a road two hundred and fifty seven miles in length, made by Ptolemy Philadelphus, across the Desert to the port of Berenice in the Arabic Gulf, where the merchandizes of India were debarked. This advantage, transported some centuries after under the Khalifs to a place named Kous, on the same side of the river, caused this place, but inconsiderable heretofore, under the name of Apollinopolis Parva, to become the most powerful city of Said. Between Coptos and Berenice, there were ten intermeditate

mediate positions or resting places, as appears by the Antonine Itinerary, and in which their names are inserted, but of whom at this moment not a trace remains, they being long since buried in the sands.

From the circumstances related by Monf. D'Anville, the position of the Port of Cossier, better answers to that of the antient port of Philoteras.

APPENDIX L. Page 69.

Plan of the Exchange Notes and Letters of Credit of Messrs. Hammersley's and Co. Bankers, No. 76, in Pall-Mall, London.

A correspondence is settled at most of the principal places on the Continent of Europe, in order to accommodate travellers with money, at any place, which best suits their conveniency, and to supply those with bills upon any particular place, who desire to make remittances from hence.

French being the most general language, is used for this plan.

Circular

Circular Exchange Notes

Are given for any sum, from twenty pounds and upwards, and answer the purpose abroad, of Bank Post-Bills in England. They are payable to the order of the traveller, without any commission or charges, at any one of the various places mentioned in a letter of order given along with them * : and although drawn at seven days sight, in order to have a little time to stop payment at the adjacent places, should they be lost, and in that case for the value to be repaid in London ; yet they are always paid at sight, when presented by the traveller himself. They are reduced into foreign money, at the current usance course of exchange on London ; in other words, the price of English money, at the time and place of payment.—The traveller, for his own security, will not indorse any of the notes till he receives payment of them, at which time the agents are instructed to take two receipts serving one purpose ; one on the back of the notes, the other separately, to prove the payment, in case any of the

* See the names of those places annexed.

notes should be lost, in sending them back discharged.

Letter of Order

Is always given with the circular notes, and contains a general address to all the correspondents of the house, whose names are annexed to an alphabetical list of places ; at the same time, it recommends the traveller to their civilities. For safety, the traveller writes his own name in this letter of order, which the agents are instructed to compare with his signature, on paying the notes, so that it answers the purpose of a general letter of advice.

Transferable Exchange-Notes

Are addressed to one place only, being reduced into the money of that place, at the last quoted exchange from thence, and may be transferred from one person to another, by simple indorsement. They are chiefly intended to remit particular sums abroad, or for the use of those persons who are constantly resident at one place, because they may be paid away to tradesmen and others, in the same manner as bank or bankers notes are passed from hand to hand in London.

These,

These, as well as the circular notes, are free of all charges.

Letters of Credit.

Although the use of them, on the former footing, cannot be recommended, nor can they be of such extended utility as the notes, nevertheless the house will, when required, and satisfied of the security, give them, on such places as have a direct exchange upon London. They are subject to a single commission and postage at the place of payment, and to another to the house, when they are re-imburfed at home: but the money will be paid at the just course, without the exaction of any accumulated charges whatsoever.

Recovering Money from Abroad.

To render their extensive correspondence as useful as possible, the house will take bills of drawers or endorses of undoubted credit, upon most of the places mentioned in their list, in order to recover money, which cannot be done in the common course of business.

Places

Places where the Circular Notes may be received.

A

Aleppo
 Alexandria
 Amsterdam
 Anvers
 Aix-la-Chapelle
 Augsburgh
 Amiens
 Aixen-Provence
 Angers
 Arras
 Avignon
 Alicante

B

Breda
 Bruxelles
 Bruges
 Brandenburg
 Bolfan
 Brême
 Breslau

Brunswick

Balle
 Berne
 Bergen
 Buda
 Buffora
 Brinn
 Barege
 Bagneres
 Bayonne
 Besancon
 Blois
 Bourdeaux
 Boulogne-sur-mer
 Bologna en Italie

C

Cairo
 Coeverden
 Carlsruhe
 Coblentz
 Cologne
 Constance

Cruxhaven

Cruxhaven

Colberg

Copenhague

Cracou

Caen

Calais

Cadiz

Carthagen

Constantinople

D

Deventer

Dresde

Dusseldorff

Dieppe

Dijon

Dunkerque

Douvre

E

Embsen

F

Frankfort sur le

Mayn

Florence

G

Gottenbourg

Goslar

Glaris

Gnesna

Glogau

Genes

Gorlitz

Gluckstadt

Gand

Gibraltar

Geneve

H

Hambourg

Hanovre

Hildesheim

Ham (Westph.)

Havre de Grace

Huyeres

I

Inspruc

K

Konigsberg

La Hague

L

La Hague
 Lisle
 Limbourg
 Luxembourg
 Leipzig
 Liege
 Lipstadt
 Lunembourg
 Lausanne
 Lucerne
 La Rochelle
 L'Orient
 Lyon
 Livourne
 Lisbonne

M

Menin
 Maestricht
 Middlebourg
 Magdebourg
 Manheim
 Marchpurg
 Mayence
 Metz
 Mons

Munich
 Moscou
 Marseilles
 Montbeliard
 Montpellier
 Milan
 Montferrat
 Malaga
 Madrid
 Madras
 Messina

N

Nimegue
 Namur
 Nassau
 Naumbourg
 Nurembourg
 Neufchatel
 Nancy
 Nantes
 Nimes
 Naples
 Nice

O

Ostende
 Osnabourg

Orleans

Orleans

Oporto

P

Paderborn

Philipville

Prague

Paris

Perpignan

Parme

Pisa

Philadelphia

R

Rotterdam

Ratisbonne

Riga

Rheims

Rouen

Rome

S

Saltzbourg

Smyrna

St. Juliers

Stettin

Spires

Spa

Stuttgart

Stockholme

St. Gall.

Sion

Soleure

St. Peterbourg

Sandomir

St. Quertin

St. Omers

Strasbourg

T

Tournay

Treves

Thorn

Toulon

Toulouse

Tours

Trieste

Turin

V

Vienne

Varsovie

Valenciennes	Y
Venize	Ypres
Valence	Yverdun

W	Z
Waldeck	Zwoll
Worms	Ziric Zee
Wurtsbourg	Zieg
	Zurich

Travellers making use of this plan may see in the house, the method of calculating the exchange, and reducing the sterling money into foreign money of every principal town in Europe; and may also see, if they please, the actual coins in circulation at every place, and which were collected by one of the partners for his own private use.

APPENDIX (M.) Vol. II. Page 71.

Account of the Palm Tree, so useful to the Natives of India and Arabia; chiefly extracted from an antient Portuguese MS. translated by Order of the Royal Society, in Anno 1668.

The natural history of the palm tree is extremely curious. This tree flourishes the most in those countries where no others exist, and would seem intended by nature, from its extreme abundance and variety, to supply the want of all others. Those which bear dates is the true race of the palm. In India they do not produce that species of fruit; for in the northern parts of that country, where only the tree grows, the fruit never arrives at maturity. In Africa, and all over Arabia, they are found in the utmost plenty; but in the former country they are supposed to arrive at the greatest degree of perfection.

In Arabia there are several varieties which serve according to their quality, as the food of the inhabitants, and as provender for their

cattle. That which is most superior in taste and flavour is called Muxana, they are small and principally reserved for the use of the Sherreeffs, none being allowed to be exported from the country. The more common sorts form a very considerable article of commerce by caravans all over the three Arabias.

The palm, equally with the fig tree, requires the aid of the male plant to bring the fruit to maturity; but it is much more prolific than the fig, and is advanced by one peculiar excellence above all other trees. The palm tree takes no repose as others do, but every month in the year presents new fruit. A cluster of thirty or forty nuts, sometimes more, appears monthly, of which seven, or at the most twelve, come to perfection.

The most favourable climate or soil which produces the greatest abundance of this tree, is Asia, particularly that part of it called India, containing the kingdoms and provinces, which lie to the southward of the two rivers Indus and Ganges. The land nearest the sea side produces the best, the air from the sea being very favourable to them.

The

The natives distinguish them by particular names, and reckon eight varieties, all differing in their trunks, leaves, fruits, produce, and appearance, yet retain the name of Palm-trees. That which is best entitled to this distinction, is the tree which bears cocoas; of these some are wild and some are cultivated; the best are called barca, which signifies excellent. The nut is savory and wholesome, and though eaten in ever so great a quantity, do not surfeit. What is remarkable, the same tree bears at the same time, both the barcas and the common nut.

If the roots of this tree is moistened by the sea or any brackish water, its bearing is much improved. Of the other seven sorts, some are esteemed wild, from their fruit, foil, and the little manuring they require. The tree called cajura, is the peculiar one which bears dates. In India this tree yields no fruit, but affords a liquor which is distilled and made into wine. Another sort is named trefulim, from the fruit of the same name; another variety is called arequera, of whose leaves large umbrellas are made. This tree yields no fruit. There is another tree

of the race of palms, the fruit of which is called the foxes'-fruit ; it is unpleasant to the taste, and therefore may be termed a wild date. The tree called berlim bears no fruit : its boughs are used for adorning churches. The last of this kind, called ma-comeiras, is without doubt a species of the palm : the fruit in clusters of thirty or more, are as big as an ordinary apple when ripe, it is of a date-colour, and very grateful to the taste. The Maldavia Islands, on the shores of the sea, produce a species of the nuts called cocoa, which it casts upon the shore, and which have been seen floating on the ocean from the Coast of Melinda to Cape Guarda Fuy, at the distance of above two hundred leagues : they are about the size of a man's head, and grow double ; the colour of the rind is black, and they are so much esteemed by the natives as a remedy for many diseases, particularly against poison, that they have been known to sell for their weight in silver.

Palm-trees have neither a thick trunk nor boughs like other trees : as they grow in height, they branch out at the top, and open to make room for others ; and as the old ones fall, they leave an impression in
the

the tree. The tree called *macomeira* (from the fruit named *macoma*), has the peculiarity of dividing itself into two trunks, when arrived at a certain height. The *treafulim* is the tallest of the palms, and grows proportionably thick; the wood is solid and strong, and did it possess sufficient substance, might be converted into masts for large vessels; for small vessels, they are frequently made use of.

The soil most congenial to the palm, is, as before-mentioned, what is moistened by the sea or salt water: The palm-tree has, by experience, been found to thrive best near inhabited houses, or in low grounds, where they are sheltered from high winds, which from their height is prejudicial to them.

These trees are produced by sowing the nuts in a bed, and covering them with earth. In a short time they put forth a shoot, and when arrived at some growth, are transplanted into a place destined for that purpose. These plants are manured at a small expence; they require but little water, and to the roots are laid ashes and all kinds of shell and putrid fish; to some they apply

mud taken out of salt marshes, which is reckoned highly beneficial towards its fruitfulness: they bear fruit in five years, if planted in soft artificial beds, but without such aid not before seven.

The fruit of every species of this tree comes forth thus; from the stem of the palm shoots out a twig, resembling a man's arm or a Moorish scymitar: this opens and puts forth a cluster of thirty, fifty, eighty, and sometimes an hundred nuts, about the bigness of an hazle nut. Few of these arrive at perfection; seldom more than twelve or fourteen: the rest drop off, and a new cluster supplies their place before the first is ripe or cleared of the flower, and thus every month produces a fresh bunch. The palm-tree resembles an indulgent mother, environed by greater and smaller children, and at the same time feeding these and bearing others, a rarity not experienced in other trees. The fruit of the cocoa is productive in various ways; while the kernel is soft and full of water, the natives drink it as a sweet and pleasant beverage: when arrived to a greater consistence, like that of cream, it is eaten with spoons, and when come to maturity, it is agreeable
and

and well-tasted, but hard of digestion and unwholesome ; the nut barca, is the only exception, which is pleasant and harmless.— The thin black rind which covers the kernel is good in medicine ; the kernels separated from the rind, divided and dried in the sun, is called copra, of which excellent oil is made. Every part of the cocoa is of some utility : the outer rind called coir, is not unlike tow, and when well macerated and drawn into threads, affords lines and ropes large enough for vessels of any size ; cables made of it are highly esteemed, as they will bear stretching, and will not rot in salt water : on which account, they have a great advantage over cables made of hemp. The second rind, the immediate cover of the cocoa, when green, is eaten like chardons ; when ripe it is very hard and thin, and is made use of in different ways ; when burnt into charcoal, it admirably tempers iron, and is accordingly much approved of by artificers.

Besides the above-mentioned excellencies, the palm-tree and its fruit are productive in various other ways. The tree alone is sufficient to build, rig, and freight a ship with bread, wine, water, oil, vinegar, sugar, and other com-

modities. There are instances of vessels, where the bottom and the whole cargo has been from the produce of the palm-tree. The vessels are called Pangaryos, on which the natives coast the land of Melinda, and go into the Red Sea: they do not venture far from the shore, being weak, without any binding of iron, and unable to indure any streſs of weather. The palm-tree yields plank, which is, however, weak and ſpongy: the planks are ſowed together with fine thread, made of the outermost rind of the nut; the ſeams are caulked with oakum of coir; it is afterwards laid over (as is uſual), with the fat of fiſh, ſerving inſtead of hot pitch: where nails are wanted, they are ſupplied by wooden pins made of a certain ſpecies of the palm-tree; the maſt is alſo of the ſame tree, and does not require much trouble in fitting it. Ropes of all ſizes are made of coir: ſails are woven of the leaves of the palm-tree called cajuris, of which ſacks are alſo made (called macendas), in which they carry millet, &c. Bread the ſame nut ſupplies; when dry it is called copra; when green, named puto, which grated and put into hollow canes, is termed cufcus. The
nuts

nuts when green and before the kernel arrives to any consistency produces water, which is clear, sweet, and pleasant. Oil is made of copra (that is the nut dried in the sun), and used in great quantities by the people in India, who have no other besides this, but what is drawn from a seed called gergelim, which is much inferior, and only used by the poorest class.

The wine requires some pains and assiduity : when the palm-tree puts forth her shoot or poyo (shaped like a Moorish scimitar), before the cluster appears, they cut off three fingers' breadths from the point, and tying it near the incision with a reed to prevent flitting ; put the end of the shoot into a pitcher made for that purpose, called gorgo ; and the shoots weep that juice which should have produced cocoas. This liquor is drawn twice in the day ; in the morning, that which was exuded in the night, and in the evening the distillation of the day : the men employed in this business are called Bandarins, who, with a gourd hung at their girdle, and with a pruning hook in their hand, climb the tallest palm-trees, some of which, particularly those called cajuris, are
of

of a prodigious height ; they ascend as on a ladder, by notches made in the trunk of the tree, and with apparent ease and security.

In palms of a lesser size, and of the class which yields dates, they make a hole in the trunk, in which they place a cane, through which the liquor distils ; and which, if the tree affords this liquor, bears no cocoas. This liquor is sweet, medicinal, and pleasant, and is called fura ; it is set by the fire in large vessels to distill as in an alembic, but with this caution, that they continually cast cold water upon the vessel, lest, as a spirit, it should take fire. This is the wine made of the palm-tree, called by the natives arrack : it intoxicates like spirits, and is much more powerful when distilled a second time, as it then becomes a quintessence. Of this arrack excellent vinegar is made, by putting into it two or three fired sticks, or a great stone well heated. Sugar is made of the sweet fura fresh from the tree, which boiled till it coagulates, becomes good sugar. The merchandize afforded by the palm-tree, and laden on vessels, are dried cocoa nuts, the rind and various other commodities before-mentioned : thus the palm-tree builds, rigs,

rigs, and loads a vessel with goods and provisions, all its own produce.

The palm is, undoubtedly, superior to every other tree, from the various advantages arising from its productions.

All places do not produce cocoas of the same size: they are great or small, according to the nature of the climate and quality of the soil. The Coast of Malabar being cool, and abounding with rivers which spring from the mountains, to whose base this coast extends, affords such large cocoas, that the lanhas (namely), young and imperfect nuts of Cochin and these territories, are each sufficient to quench the thirst of two persons. After these, are to be ranked those of the island of Ceylon, where the ground is very luxuriant, yet inferior to the soil of Malacca and the places adjoining, where the cocoas are the largest. Those of Arabia Felix are finer than any yet spoken of, from the goodness of the soil and the nature of the climate.

The Palm-tree continues flourishing several years; and its age is said to be known by the number of marks left by the branches dropping off. Among the other uses
arising

arising from the produce of the palm, may be added that of the boughs and leaves, which made up with a wick serves as a torch, by the natives called chule, who use them as a security against snakes, when obliged to travel: they are also used when fishing in the rivers: the leaves are made into coverings for their palanquins, which defend them from the rain and sun. Some palm-trees afford a leaf called olhas, which serves as paper, on which they grave the letters with an iron pencil. The leaves of the cajura-tree dried remain of a white colour, which are made into light cheap hats: the bark of the poyo or the twig, being of a thicker and stronger substance, furnishes the common people with caps.

The trunk of the palm-tree being slender and disproportionate to its great height, the whole weight of the boughs and fruit being at the top, in a manner at the vertical point of the slim body, the shock of winds would, without doubt, easily break and destroy this disproportioned fabric; but Nature, ever provident, has against this, furnished each bough with swathes of the same matter and texture as the palm-tree, and not unlike coarse cloth

or

or canvass: with these the branches are so strongly secured, as to defy the violence of the wind to injure them.

APPENDIX (N.) Page 131.

Routes in Europe and in Asia.

The experience of the inconveniencies that attend the overloading of a carriage in a long journey, induces me to make some remarks that may not be unworthy of notice. Travelers are apt to think their accommodation increased by having their carriage well loaded before, behind, and on the imperial, because they have every thing about them: boxes, trunks, beds, &c. &c. but they are mistaken. It retards their progress, renders it indispensably necessary to add more horses; and the ascending and descending in a mountainous country, very difficult. You are often obliged to support the wheels, which creates delay: your tackle is liable to break, besides various dangers you run into from some one or other of these causes. Instead of which, set out with a light carriage, and a two-wheeled calash to carry all the baggage: in that case,
your

you are only obliged to put four horses to your coach, and the remaining two will draw the calash. By this method you travel much faster, more commodiously, and without uneasiness or danger. Your coach, also, will be more agreeable to use in the various cities you may arrive at, should the traveller be inclined to make any stay, where you can only hire the most miserable sort of carriage.

Note.—You may dine or sleep at any of the places marked in Small Capitals or Italics, and refer for the best Inns to the bottom of the page.

ROUTES, &c.

VOL. II.

Q

From

From London to Paris, by Lisle.

	Pofts.	Engl. Miles diftant.	Time in tra- velling.	
			H.	M.
From London to				
CANTERBURY (a)	0	56	8	0
DOVER (b) - -	0	16	2	45
CALAIS (c) - -	0	21	6	0
Ardres - -	2	10 $\frac{1}{4}$	1	45
La Recouffe - -	1	5	0	50
ST. OMER - -	2	9 $\frac{1}{2}$	1	30
Aire - -	1 $\frac{1}{2}$	11	1	55
Lillers - -	1 $\frac{1}{2}$	8	1	10
Bethune - -	1 $\frac{1}{2}$	8 $\frac{1}{4}$	1	15
Waquet - -	2 $\frac{1}{2}$	13	2	0
LISLE (d) - -	2	9 $\frac{3}{4}$	1	30
Carvin - -	2	11 $\frac{3}{4}$	2	0
Lens - -	1	7	1	5
ARRAS (e) - -	2	9 $\frac{1}{2}$	1	45
Herville - -	2	7 $\frac{1}{2}$	1	30
Bapaume (f) - -	2	10	1	30
Saille - -	1	6	1	0

(a) King's Head.

(b) City of London.

(c) Delfeins.

(d) Hotel Royal, or Bourbon.

(e) The Crown of Artois.

(f) The Hotel de Chabillant.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.
<p data-bbox="176 679 492 728">Very good roads.</p> <p data-bbox="176 896 492 944">Fertile country.</p>	<p data-bbox="492 413 819 637">From Dover to Calais in three, four, or five hours, is reckoned a good passage; but fix is most common.</p> <p data-bbox="492 777 819 889">A very strong fortress; the capital of French Flanders.</p> <p data-bbox="492 1288 819 1330">Q₂ To</p>

To		Pofts.	Engl. Miles distant.	Time in travelling.	
				H.	M.
PERONNE (<i>g</i>)	—	1 $\frac{1}{2}$	7 $\frac{3}{4}$	1	15
Marché-le-Pot	—	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	20
Fanches —	—	1	7	0	40
Royæ (<i>h</i>) —	—	1	6	0	45
Canchy-les-Pots	—	1 $\frac{1}{2}$	8	0	56
Cuvilly —	—	1	5 $\frac{1}{2}$	0	40
Gournay (<i>i</i>) —	—	1	5	0	35
Bois-de-Lihus	—	1 $\frac{1}{2}$	7	1	0
Paul St. Maixence	—	1 $\frac{1}{2}$	8 $\frac{3}{4}$	1	0
Chantilly —	—	2	12	1	45
Luzarches —	—	1	6	0	55
Ecouen —	—	1 $\frac{1}{2}$	7	1	5
ST. DENIS —	—	1	5 $\frac{1}{2}$	0	45
PARIS (<i>k</i>) —	—	1 R	7	1	0

(*g*) At the Post-House.

(*h*) The Golden Sun, or the Great Head.

(*i*) The Post-House.

(*k*) Parliament of England, Rue Coquéron, Hotel de Treville, near the Luxembourg.

LOCAL OBSERVATIONS.	REMARKS.
Very fine roads.	<p>Is situated on the Soane; it is deemed well fortified, because it has never been taken.</p> <p>If a traveller has time to spare, it is worth his while to pass it here, to view the castle, gardens, &c. &c.</p>

From Calais to Paris, by Amiens.

		Posts.	Engl. Miles distant.	Time in Travelling.	
				H.	M.
From CALAIS to					
Hautbuiſſan -	-	1½	8¼	1	30
Marquife -	-	1	5½	0	55
<i>Boulogne</i> * -	-	1½	8¼	1	28
Samers -	-	2	9	1	40
Cormont -	-	1	5	1	0
<i>Montreuil</i> (a) -	-	1½	7¾	1	45
Nampont -	-	1½	8½	1	30
<i>Bernay</i> -	-	1	5½	1	10
Nouvion -	-	1	5	0	45
AÛBEVILLE (b) -	-	1½	8¼	1	32
Ailly -	-	1½	7½	1	30
<i>Flixcourt</i> -	-	1	6¼	1	7
Pecquigny -	-	1½	6¼	1	10
AMIENS -	-	1	7¾	1	35
Hebecourt -	-	1	6	0	50
Flers -	-	1	5½	0	50
<i>Breteuil</i> (c) -	-	1½	7¾	1	20
Wavigny -	-	1½	6½	0	58
St. Juſt -	-	1	4½	0	42
<i>Clermont</i> (d) -	-	2	9½	1	45

* The Poſt-Houſe, a very good Inn.

(a) Do.

(b) The Crowned Angel.

(c)

(d) The Royal Swan.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.
<p>From Calais to Montreuil, you are ascending and descending continually.</p>	<p>Calais has nothing remarkable but the Citadel, which is strongly fortified.</p>
<p>Picardy produces no wine, and little firing.</p>	<p>At Montreuil, the gates are shut at dusk, but they will open them to travellers who go past. From Abbeville to Clermont, the roads are lately much improved.</p>
<p>Fertile and open country. Hard road and flat.</p>	

			Pofts.	Engl. Miles distant.	Time in Tra- velling.	
To					H.	M.
Lingueville	-	-	1	6	1	7
Chantilly	-	-	$1\frac{1}{2}$	8	1	20
Luzarches	-	-	$1\frac{1}{2}$	$6\frac{1}{4}$	0	58
Ecouén	-	-	$1\frac{1}{2}$	7	1	10
St. Denis	-	-	1	5	1	0
PARIS (e)	-	-	1 R	6	0	55

(e) Vide Paris as before.

From Paris to Lyons and Avignon.

			Pofts.	Engl. Miles distant.	Time in Tra- velling.	
From Paris to					H.	M.
Villejuif	-	-	1	1	0	30
Fromenteau	-	-	$1\frac{1}{2}$	$6\frac{1}{2}$	1	0
Effonne	-	-	$1\frac{1}{2}$	8	1	15
Ponthiery	-	-	$1\frac{1}{2}$	7	0	57
Chailly	-	-	1	$5\frac{1}{2}$	0	45
FONTAINEBLEAU (a)	-	-	$1\frac{1}{2}$	6	1	3
Nemours	-	-	2	10	2	0

(a) The Great Stag.

LOCAL

LOCAL OBSERVATIONS.	REMARKS..
From Clermont to Paris is a paved road.	
Of the two roads from Paris to Lyons by the Bourbonnois and by Burgundy, that of Burgundy is preferable in winter; for should the land-road be impassable, you must have recourse to the paved road.	To

			Pofts.	Engl. Miles distant.	Time in tra- velling.	
To					H.	M.
Glandelle	-	-	1	4	0	30
La Croisière	-	-	1	3½	0	27
Fontenay	-	-	1	5	0	36
Puy la laude	-	-	1	5½	0	37
Montargis (b)	-	-	1	5	0	38
La Commodité	-	-	1½	6½	0	45
Mogeret	-	-	1	5	0	40
The Bezards	-	-	1	3½	0	30
La Buffière	-	-	1	4	0	35
Belair	-	-	1	4	0	35
Briare (c)	-	-	1	5	0	40
Ouffon	-	-	1	5	0	45
Neuvry	-	-	1½	7	1	5
La Celle	-	-	1	5½	0	53
Cofne	-	-	1	4	0	36
Maltaverné	-	-	1	5	0	45
Pouilly	-	-	1	5	0	39
Meuves	-	-	1	4½	0	25
LA CHARITE (d)	-	-	1	4½	0	35
Pougues	-	-	1½	8	1	5

(b) The Magdalen.

(c) The Red Hat, a very good Inn.

(d) The Grand Monarch.

LOCAL OBSERVA-
TIONS.

REMARKS.

The mineral waters
of this place attract
much company.

To		Pofts.	Engl. Miles distant.	Time in tra- velling.	
				H.	M.
NEVERS (<i>e</i>)	-	1½	8½	1	20
Magny	-	1½	7½	1	16
St. Pierre	-	1½	7	1	0
Le Mouftier (<i>f</i>)	}				
St. Imbert	-	1	5½	0	59
Villeneuve	-	1	5	0	41
MOULINS (<i>g</i>)	-	1½	8	1	12
Beflay	-	1½	8	1	27
Varennés	-	2	10	1	22
St. Geran	-	1½	7½	1	12
La Palice (<i>h</i>)	-	1	5½	0	58
Droiturier	-	1	5	0	50
St. Martin	}	1	5	0	55
D'Estreaux					
La Pacandiere	-	1	5½	1	0
St. Germain	-	1½	6½	1	6
Roanne (<i>i</i>)	-	1½	7½	1	12
The Hofpital	-	1	5	1	0
St. Simphorien	-	1	5½	1	15
La Fontaine	-	1½	7	1	7

(*e*) The Grand Monarch.

(*f*) The Post Houfe.

(*g*) The Golden Lion.

(*h*) The Post Houfe.

(*i*) Ditto.

LOCAL OBSERVA-
TIONS.

REMARKS.

The capital of the Bourbonnois, and a considerable manufactory for cutlery.

From Roanne to Lyons you have several mountains to pass, when you are obliged to put oxen to with your horses.

			Poſts.	Engl. Miles diſtant.	Time in tra- velling.	
To					H.	M.
<i>Tarare (k)</i>	—	—	1 $\frac{1}{2}$	7	2	0
Arnas	—	—	1 $\frac{1}{2}$	7	1	24
La Tour	—	—	2	10	2	13
LYONS (l)	—	—	1 $\frac{1}{2}$	7	1	45
St. Faud	—	—	1	5 $\frac{1}{2}$	0	50
St. Simphorien	—	—	1	6	1	34
Vienne	—	—	1 $\frac{1}{2}$	9	2	15
Auberive	—	—	2	10	2	5
The Toll-gate of						
Rouffillon	—	—	1	4 $\frac{1}{2}$	0	48
St. Rambert	—	—	1 $\frac{1}{2}$	7	1	8
St. Vallier	—	—	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	24
Tain	—	—	1 $\frac{1}{2}$	8	1	35
Valence	—	—	2	11 $\frac{1}{2}$	2	18
La Paillasse	—	—	1 $\frac{1}{2}$	7	1	16
Loriol	—	—	1 $\frac{1}{2}$	7	1	12
Laine	—	—	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	25
Montelimer	—	—	1 $\frac{1}{2}$	7	1	7

(k) The Red Hat.

(l) The Hotel—Count d'Artois.

LOCAL OBSERVATIONS.	REMARKS.
<p>Some of these mountains are often covered with snow to the middle of June.</p> <p>From hence to Avignon the regular route alters.</p>	

To

			Poſts.	Engl. Miles distant.	Time in tra- velling.	
To					H.	M.
Donzerre	-	-	2	11	2	0
Pierre-latte	-	-	1	5	0	43
La Palu	-	-	1	5	0	40
Mornas	-	-	1 $\frac{1}{2}$	8	1	15
Orange	-	-	1 $\frac{1}{2}$	7	1	8
Courtezon	-	-	1	6	1	17
AVIGNON	-	-	2 $\frac{1}{2}$	13	2	17

*From Paris to Lyons, by the Way of
Burgundy.*

			Poſts.	Eng. Mil. distant.	Time in tra- velling.	
From PARIS to					H.	M.
Villejuif	-	-	1	4	0	30
Fromenteau	-	-	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	0
Effone	-	-	1 $\frac{1}{2}$	8	1	15
Panthierry	-	-	1 $\frac{1}{2}$	7	0	57
Chailly	-	-	1	5	0	35
Fontainebleau	-	-	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	0

LOCAL

LOCAL OBSERVATIONS.

REMARKS.

You here see Mount Ventoux, which is said to be the highest mountain in France.

To			Posts.	Eng. Miles distant.	Time in travelling.	
					H.	M.
Moret (a)	-	-	$1\frac{1}{2}$	$7\frac{1}{2}$	1	0
Fauffard	-	-	$1\frac{1}{2}$	$7\frac{1}{2}$	1	5
Villeneuve la Gui-	}	-	1	5	0	30
arre (b)						
Pont-sur-yonne	-	-	$1\frac{1}{2}$	$7\frac{1}{2}$	1	10
SENS	-	-	$1\frac{1}{2}$	$7\frac{1}{2}$	1	0
Villeneuve le Roi	-	-	$1\frac{1}{2}$	$7\frac{1}{2}$	1	5
Villevalier	-	-	1	5	0	40
Joigny	-	-	1	$4\frac{1}{2}$	0	35
Baillou	-	-	$1\frac{1}{2}$	7	0	50
AUXERRE	-	-	$1\frac{1}{2}$	9	1	10
St. Brice	-	-	1	$6\frac{1}{2}$	1	0
Vermanton	-	-	2	11	1	30
Lucy le Bois	-	-	2	12	1	55
Cussy-les-forges	-	-	$1\frac{1}{2}$	10	1	30
Rouvray	-	-	1	5	0	45
La Maison Neuve	-	-	$1\frac{1}{2}$	10	1	50
Vitteaux (c)	-	-	2	12	1	45
La Chaleure	-	-	$1\frac{1}{2}$	11	2	0
The Pont de Panis	-	-	$1\frac{1}{2}$	8	1	30
La Cude	-	-	1	5	0	45

(a) The Angel.

(b) A good Inn at the Post-House.

(c) The Post-House.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.

R 2

To

				Time in travelling.	
				H.	M.
To		Posts.	Eng. Miles distant.		
Dijon (<i>d</i>)	—	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	0
La Baraque	—	1 $\frac{1}{2}$	7 $\frac{1}{2}$	1	5
Nuys —	—	1 $\frac{1}{2}$	6 $\frac{1}{2}$	0	55
Béaune (<i>e</i>)	—	1 $\frac{1}{2}$	9	1	15
Chaigny	—	2	9 $\frac{3}{4}$	1	16
CHALONS upon the } Soane (<i>f</i>) }		2	11	1	35
Sennecey	—	2	12	1	35
Tournus (<i>g</i>)	—	1	6	1	40
St. Albin	—	2	10	1	30
MAÇON (<i>h</i>)	—	1 $\frac{1}{2}$	9	1	25
La Maison Blanche		2	10 $\frac{1}{2}$	1	30
St. George's	—	1	8	1	5
Ville-franche (<i>i</i>)	—	1	5 $\frac{1}{2}$	0	50
The Echelles	—	1 $\frac{1}{2}$	8	1	20
Puits-d'or	—	1	6	1	0
LYONS (<i>k</i>)	—	1	6	1	3

(*d*) The Prince of Condé.

(*e*) The Post-House.

(*f*) The White Horse.

(*g*) The Hotel Royal.

(*h*) The Post-House.

(*i*) Ditto.

(*k*) The Hotel d'Artois, Rue d'Arsenal.

LOCAL OBSERVATIONS.	REMARKS.

From Bourdeaux to Tholouse.

		Posts.	Eng. Miles distant.	Time in tra- velling.	
From BOURDEAUX				H.	M.
To Boufcaut	—	1 $\frac{1}{2}$		1	15
La Prade	—	1		0	45
Castres	—	1		0	30
Barlade	—	1		0	40
Barzac	—	1		0	48
Langon	—	1		0	50
LA REOLE	—	1		1	50
La Mottellandron	—	1	}	1	50
Marmande	—	1			
Tonneins	—	2		1	35
Aiguillon	—	1 $\frac{1}{2}$		1	25
Port St. Marie	—	1		0	45
Lusignan	—	1		0	45
AGEN	—	1		0	48
Croquelardy to La	}	1		1	0
Magistère					
Malaufe	—	1		1	7
MOISSAC	—	1 $\frac{1}{2}$		1	55
La Pointe	—	2		2	10
MONTAUBAN	—	1 $\frac{1}{2}$		1	0
La Bastide	—	1 $\frac{1}{2}$	}	2	5
St. Pierre	—	1			
Grifolles	—	—			
St. Jorj	—	1 $\frac{1}{2}$		1	10
Courtansoule	—	1	}	1	50
TOULOUSE	—	1			

(247)

LOCAL OBSERVATIONS.	REMARKS.

R 4

From

From Toulouse to Montpellier.

			Posts.	Engl. Miles distant.	Time in tra- velling.	
From TOULOUSE to					H.	M.
Castanet	—	—	1½	6¼	0	50
Bassiege	—	—	1½	9¾	1	5
Vellefranche	—		1	7	1	5
La Bastide d'Anjou			1½	11¾	1	25
Castlenaudary	—		1	7½	0	50
Alzonne	—	—	2	13½	1	50
CARCASSONE	—		1½	15¼	2	0
Barbeyrac	—	—	2	12¼	1	45
Mons	—	—	1	9	1	4
Cruscades	—	—	2	10	1	30
Villedaigne	—	—	1	11	1	45
NARBONNE (a)	—		1			
Nissan	—	—	2	14	1	55
Beziers (b)	—	—	2	7¾	1	50
La Begude de Jordy			1½	8¼	1	35
PEZENAS (c)	—		1	6	1	0
Villemagne	—	—	1½	9½	1	20
Loupiane	—	—	1	13	1	42
Gigéan	—	—	1			
Fabregues	—	—	1	4¾	0	36
MONTPELLIER (d)			1½	7	1	5

(a) At Notre Dame.

(b) The White Horse.

(c) The Three Pigeons.

(d) The Petit Paris

LOCAL OBSERVA-
TIONS.

REMARKS.

They boast much here of their climate, the salubrity of the air, the goodness of provisions, and the civility of the inhabitants.

From

From Montpellier to Marseilles.

			Posts.	Eng. Miles distant.	Time in tra- velling.	
					H.	M.
From MONTPELLIER						
To Columbière	—		1½	8	1	23
Lunel	—		1	7	0	58
Uchault	—		1½	8	1	25
NISMES (a)	—		1½	7	1	10
St. Gervasy	—		1	6	1	3
Remoulins	—		1	6	0	58
Valignieres	—		1½	7¼	1	14
Connault	—		1½	7½	1	7
Bagnols	—		1	5¼	0	46
PONT ST. ESPRIT (b)	—		1½	6½	1	5
Bagnols	—		1	6½	1	6
La Begude St. Lau-						
rent	—		1½	9	1	50
Pujeau	—		1 }	13	2	50
AVIGNON	—		1 }			
St. Andiol	—		2	12	1	55
Orgon	—		1	6	0	50
Pont Royal	—		2	11	1	45
St. Cannat	—		2	11	1	45
Aix (c)	—		2	12	2	0
Pin	—		2	10	1	40
MARSEILLES	—		2	10	1	40

(a) The Petit Louvre.
(c) The St. Jacques.

(b) The Louvre.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.

From

From Marseilles to Nice.

			Posts.	Engl. Miles distant.	Time in tra- velling.	
From MARSEILLES					H.	M.
To Aubagna (a)	—	2	13	2	15	
Cuges (b)	—	1½	8¼	1	20	
Bauffet	—	2	11	2	0	
TOULON	—	2	14	2	0	
Cuers	—	2	13	3	15	
Pignan	—	1½	10	1	47	
Luv	—	1½	9	1	23	
Vidauban	—	1	16	2	40	
Muy	—	1½				
FREJUS	—	2	13	1	45	
L'Esterel	—	2	10	2	30	
La Napoule	—	1½	8	1	20	
ANTIBES	—	2½	15	2	35	
NICE (c)	—	3	12	4	0	

(a) Thirteen Cantons.

(b) A good Inn at the Post House.

(c) Do.

LOCAL OBSERVATIONS.

REMARKS.

The most celebrated and best fortified port in Europe.

Between Antibes and Nice you are obliged to ford the Vaz, it is so rapid that a traveller must sometimes have a dozen men to support the chaise against the current of the stream.

From

From Nice to Genoa, by the Col-de-Tende.

			Posts.	Engl. Miles distant.	Time in tra- velling.	
From NICE to					H.	M.
Scarena	—	—	2	13	3	30
Sospello	—	—	2	13	3	30
<i>La Chiandola</i>	—	—	2	16	4	0
TENDE	—	—	2	14	3	50
<i>Borgo-limon</i>	—	—	2½	18	5	0
CONI (a)	—	—	2½	19	4	45
Centale	—	—	1	7½	1	3
Savigliano	—	—	1½	12	2	0
Racefnigi	—	—	1	7½	2	8
Pœrino	—	—	2	15	1	15
St. Michele	—	—	1	7½	0	58
Cabaglione	—	—	1	7½	1	10
ASTI (b)	—	—	1	7½	1	0
Annone	—	—	1	7½	1	8
Felizano	—	—	1	7½	0	55
ALESSANDRIA (c)			1	7½	1	37
NOVI (d)	—	—	2	15	2	0
Voltaggio	—	—	2	15	2	10
<i>Campomarone</i> (e)	—	—	2	15	2	40
GENOA (f)	—	—	1½	11	1	45

(a) The Post House.

(d) The Post House.

(b) The Rusa rossa.

(e) Ditto

(c) The Three Kings.

(f) The St. Martha.

LOCAL

LOCAL OBSERVATIONS.

REMARKS.

From Nice to Borgo-limon you travel on mules at twelve livres of Piedmont per mule, or carried in a chair at three livres per day for each carrier. You must employ six or eight, and pay them back. Your chaise you must send by sea to Genoa, and hire one at Coni.

From

From Vienna to Prague.

	Posts.	Engl. Miles distant.	Time in travelling.	
			H.	M.
From VIENNA to				
Enzersdorf — —	1	8	1	15
Stokerau — —	1	10	1	40
Malbern — —	1	8	1	0
Holabrunn — —	1	10	1	30
Iezelzdorf — —	1	10	2	15
Znaym — —	1	10	2	40
Freynerndorf — —	1	10	2	0
Budevitz — —	1	10	1	50
Schlettau — —	1	12	2	0
Stannern — —	1	12	2	45
Iglaw — —	1	10	1	40
Teutschbrod — —	1½	15	2	15
Steinsdorf — —	1	8	1	5
Lenechau — —	1	9	1	20
Czaslau — —	1	10	1	30
Kolin — —	1	12	2	30
Planian — —	1	9	1	25
Bamischbrod — —	1	9	1	25
Biegowitz — —	1	10	1	40
PRAGUE — —	1	11	2	0

LOCAL OBSERVATIONS.	REMARKS.

From Prague to Leipfick.

			Pofts.	Engl. Miles diftant.	Time in tra- velling.	
From PRAGUE to					H.	M.
Turkflau	—	—	1	10	2	0
Welbern	—	—	1	10	2	45
Budin	—	—	1 $\frac{1}{2}$	14	3	20
<i>Lafowitz</i>	—	—	1	12	3	0
<i>Auffig (a)</i>	—	—	1 $\frac{1}{2}$	16	4	20
Peterfwald	—	—	1	10	3	30
Zichft	—	—	1	10	3	30
DRESDEN (b)	—	—	2	14	3	15
MEISSEN	—	—	1 $\frac{1}{2}$	16	4	15
<i>Stanchitz (c)</i>	—	—	1 $\frac{1}{4}$	15	5	0
Wounfdorf	—	—	1 $\frac{1}{4}$	14	3	25
Wurtzen	—	—	1	10	2	30
LEIPSICK	—	—	1 $\frac{1}{2}$	15	3	50
			16 $\frac{1}{2}$	166	44	40

(a) A very good Inn.

(b) The Hotel de Palogne.

(c) A good Inn.

LOCAL OBSERVA-
TIONS.

REMARKS.

Very bad roads
from Lofawitz to
Auffig.

Bad roads.

From Leipsick to Berlin.

			Posts.	Eng. Miles distant.	Time in travelling.	
From LEIPSICK to					H.	M.
Duben	—	—	2	22	5	40
Wittemberg (a)	—	—	2	24	5	15
Trevenbriezen	—	—	2	24	6	0
Beclitz	—	—	1	12	2	45
POTZDAM (b)	—	—	1	12	2	50
BERLIN	—	—	2	20	3	30
			10	114	26	0

(a) Good Inn.

(b) Fine Inns, but bad.

From Berlin to Brunswick and Hanover.

			Posts.	Engl. Miles distant.	Time in travelling.	
From BERLIN to					H.	M.
POTZDAM	—	—	2	20	4	0
Graffencreutz	—	—	1½	13	5	30
BRANDEBOURG	—	—	1	10	3	0
Zeifar	—	—	1½	18	5	0
Hohenzias	—	—	1½	15	3	30
MAGDEBOURG (a)	—	—	2	21	7	0
Arfschlem	—	—	2	20	12	0
Helmstadt	—	—	1	10	4	0
BRUNSWICK	—	—	2½	25	7	0
Peine	—	—	1½	15	2	45
Seinde	—	—	1	12	3	0
HANOVER (b)	—	—	1	14	3	30
			18½	193	60	15

(a) The King of Prussia.

(b) At the City of London.

LOCAL OBSERVATIONS.

REMARKS.

You cross the Elbe
in a boat near Wit-
tembourg.

Heavy roads and
fandy.

The roads in win-
ter are almost impass-
able from Berlin to
Helmstadt.

From Hanover to Cologne.

		Posts.	Engl. Miles distant.	Time in travelling.	
				H.	M.
From HANOVER to					
Hagenburg	—	1½	19	4	40
Leefe	—	1	12	3	0
Diepenaw (a)	—	2	20	5	0
Boomte	—	2	22	5	30
OSNABRUCK (b)	—	1½	15	3	15
Lengerke	—	1	10	3	0
MUNSTER (c)	—	2	20	6	25
Dulmen	—	2	20	4	50
Dorstein (d)	—	1½	15	6	10
Duyfburg	—	2	21	6	50
DUSSELDORF	—	1½	16	5	0
Donnagen	—	1	12	3	0
COLOGNE	—	1	11	3	0
		20	213	59	40

(a) A bad Inn, but the only one.

(b) The Keifer, a good Inn.

(c) The Crown, do.

(d) The Post-House, do.

LOCAL OBSERVA-
TIONS.

REMARKS.

On your departure
from Leese you cross
the Weser opposite
Stolzenaw.

From Cologne to Utrecht.

			Poss.	Engl. Miles distant.	Time in Tra- velling.	
From COLOGNE to					H.	M.
Berchem	-	-	$1\frac{1}{2}$	15	2	50
JULIERS	-	-	1	10	2	0
AIX-LA-CHA- PELLE (a)	}		$1\frac{1}{2}$	15	3	50
Foron	-	-	$1\frac{3}{4}$	18	4	5
LIEGE	-	-	2	17	2	40
St. Tron	-	-	$3\frac{1}{2}$	24	4	20
Tirlemont	-	-	2	12	1	50
Louvain	-	-	2	10	1	45
Malines	-	-	2	12	2	20
ANVERS (b)	-	-	2	15	2	50
Sundert	-	-	3	28	4	30
BREDA (c)	-	-	2	10	2	10
			Leagues			
Donge	-	-	2	6	1	15
Capel	-	-	2	6	1	20
Duffel	-	-	2	6	1	25
Passage of the Meuse				2	0	25
GORCUM	-	-	$1\frac{1}{4}$	5	2	35
Meerkitoke	-	-	2	6	1	15
Vianem	-	-	3	10	1	15
Passage of the Leck			$\frac{1}{4}$	1	1	0
Utrecht	-	-	2	6	1	0

(a) At Dubick's, opposite the Baths.

(b) The City of Brussels.

(c) The Prince Cardinal.

LOCAL OBSERVATIONS.	REMARKS.
<hr/> <p>The passage of the Leck is sometimes performed in ten minutes..</p>	

From Utrecht to Amsterdam.

	Poets.	Engl. Miles distant.	Time in Travelling.	
From UTRECHT to			H.	M.
Mautfort — —	4	10	2	8
Oudewater — —	2	6	1	10
Gouda — —	1½	4½	0	50
ROTTERDAM — —	4	12	2	15
DELFT — —	3	9	1	40
The HAGUE (a) —	1½	5	0	55
	16	40½	8	58
From the HAGUE to	By			
LEYDEN — —	Water.	9	4	0
Alphen — —		7½	3	0
AMSTERDAM (b)		18	6	30
		34½	13	30
From AMSTERDAM				
To Buykfloot —		3	1	8
Brock — —		3	1	10
Tollhuys — —		4	0	55
AMSTERDAM —		½	0	10
		10½	3	23

(a) At Benoit's.

(b) At Thiébault's.

LOCAL OBSERVA-
TIONS.

REMARKS.

From Brock you
may return to Am-
sterdam by land. It
is the shortest way.

From

From Amsterdam to Brussels.

		Poss.	Engl. Miles distant.	Time in Tra- velling.	
From AMSTERDAM				H.	M.
To Harlem (a)	—		12	2	0
LEYDEN	—		15	4	0
The HAGUE	—		10	3	0
DELFT	—	1½	5	1	0
ROTTERDAM	—	3	9	1	30
Nieuwekerk	—	1¾	5	1	0
Passage of the Iffel	—			0	25
Krimpen	—	¾	2½	0	25
Passage of the Leek				0	35
Ablaffer Dam	—	1	3	0	30
Wuylendham	—	4	10	1	45
GORCUM (b)	—	3½	9	1	45
Passage of the Meuse			½	1	30
Duffel	—	1½	12	2	35
Capel	—	2			
Dange	—	2	6	1	40
BREDA	—	2	7	1	45
Etten	—	2	6½	1	5
Rosendall	—	3	9	1	45
BERGEN-OP- ZOOM (c)	—	3	9	1	55
Hoogerkeyde	—	1½	5	1	15
Putten	—	2	6	1	15
Capellen	—	1	3	0	40
ANVERS	—	2	9	1	30
MALINES	—	2½	16	2	25
BRUSSELS (d)	—	2½	15	3	10
			184½	40	15

(a) The Golden Lion.

(c) The Court of Holland.

From Bruffels to Spa, and to Calais.

				Posts.	Engl. Miles distant.	Time in travelling.	
From BRUSSELS to						H.	M.
Louvain	-	-	3	17	3	0	
Tirlemont	-	-	2	12	2	0	
St. Tron (a)	-	-	2	12	2	0	
Tongres	-	-	1½	12	2	50	
MASTRICHT	-	-	1½	14	2	0	
Tangres	-	-	1½	14	2	40	
LIEGE	-	-	1½	13	2	40	
SPA (b)	-	-	3	28	{ 2	50	
					{ 2	40	
LIEGE	-	-	3	28	7	0	
St. Tron	-	-	3½	24	4	0	
Tirlemont	-	-	2	12	2	0	
Louvain	-	-	2	10	1	50	
BRUXELLES	-	-	3	17	2	45	
ASCHE	-	-	1½	9	1	30	
Alost	-	-	1½	8	1	20	
Quadregt	-	-	1½	9	1	43	
GAUD (c)	-	-	1	6	1	0	
Petteghen	-	-	1½	12	1	30	
St. Elay	-	-	1½	8	0	53	
COURTRAY	-	-	1½	7	1	15	
Menin	-	-	1	6	1	0	
Ypres	-	-	2	10	1	55	
Rafeburgge	-	-	2	13	2	40	
Berg (d)	-	-	1½	10	2	0	
DUNKIRK	-	-	1	5	0	50	
Gravelines	-	-	2	10	2	40	
CALAIS (e)	-	-	2½	14	3	30	
				51½	340	64	1

(a) The Post House.

(d) The Golden Head.

(b) At Ogilvie's.

(e) At Deiffen's.

(c) St. Sebastian.

From Basle to Mannheim and Frankfort.

		Posts.	Engl. Miles distant.	Time in tra- velling.	
				H.	M.
From Basle to					
Kalteherberg	-	1		2	25
Mulheim	-	1		1	35
Krotzingen	-	$\frac{3}{4}$			
Freybourg	-	$\frac{3}{4}$			
Emmendingen (a)	-	$\frac{3}{4}$			
Kenzingen	-	$\frac{3}{4}$			
Freisenheim	-	$1\frac{1}{2}$			
Offenburg (b)	-	$\frac{3}{4}$		1	15
Appenneyer	-	$\frac{1}{2}$		0	45
Biel	-	$1\frac{1}{4}$		2	30
Rastadt (c)	-	1		2	0
Caelsruke (d)	-	$1\frac{1}{2}$		3	20
Graben	-	$1\frac{1}{4}$		2	5
Wagheuzel	-	1		1	30
Shivetzingen	-	1		1	50
Mannheim	-	$\frac{3}{4}$		1	30
Heidelberg (e)	-	$1\frac{1}{2}$		2	0
Heppeinheim	-	$1\frac{3}{4}$		3	10
Hesse Darmstadt (f)	-	$1\frac{3}{4}$		4	20
FRANCKFORT	-	$1\frac{1}{2}$		3	45

(a) The Post-House.

(b) Do.

(c) Do.

(d) The Post House.

(e) The Bull.

(f) The Post-House.

From

*From Lyons to Geneva, and from Geneva to
Basle.*

			Posts.	Eng. Miles distant.		Time in travelling.	
From Lyons to				M.	F.	H.	M.
Mirebel	—	—	$1\frac{1}{2}$	9	0	2	0
Montluel	—	—	1	5	4	0	50
Meximieux	—	—	$1\frac{1}{2}$	7	6	1	10
St. Denis	—	—	$1\frac{1}{2}$	7	1	1	20
St. Jean le Vieux	—	—	1	5	7	1	15
Corden	—	—	$1\frac{1}{2}$	8	2	1	30
St. Martin	—	—	$1\frac{1}{2}$	7	3	3	0
Nantua	—	—	1	4	4	0	30
St. Germain	—	—	$1\frac{1}{2}$	7	7	1	10
Chatillon	—	—	1	4	5	1	5
Avanchy	—	—	$1\frac{1}{2}$	7	2	1	50
Coulonges	—	—	$1\frac{1}{2}$	6	6	1	50
St. Genis	—	—	2	9	3	3	3
GENEVA	—	—	1	7	1	1	2
			19	98	3	21	35
From GENEVA to			Leagues				
Rolles	—	—	$3\frac{1}{2}$	20	1	5	5
Lausanne	—	—	3	16	1	4	45
Maudon	—	—	$2\frac{1}{2}$	14	7	4	40
Payerne	—	—	2	13	6	2	55
Morat	—	—	$2\frac{1}{2}$	11	5	2	30
			$13\frac{1}{2}$	76	4	19	55

To

			Pofts.	Eng. Miles distant.		Time in tra- velling.	
To				M.	F.	H.	M.
<i>Berne</i>	-	-	3	16	7	3	4
<i>Soleure</i>	-	-	3	21	0	6	0
<i>Balstel</i>	-	-	2	12	4	5	30
<i>Lichtal</i>	-	-	3	15	6	4	50
<i>Bafle</i>	-	-	2	10	2	3	50
			13	76	3	23	14

*From Bafle to Schauffhausen, and to Kemp-
ten.*

			Leagues	Engl. Miles distant.		Time in Tra- velling.	
From Bafle to				M.	F.	H.	M.
<i>Stein</i>	-	-	0	17	6	5	30
<i>Brugg</i>	-	-	0	14	2	3	50
<i>Baden</i>	-	-	1	6	2	2	30
<i>Zurich</i>	-	-	0	14	3	4	10
<i>Eglisaw</i>	-	-	0	15	7	4	30
<i>Schauffhausen</i>	-	-	2	11	0	6	0
				79	4	25	30

From

From Schauffhausen to Kempten.

	Posts.	Engl. Miles distant.		Time in travelling.	
		M.	F.	H.	M.
From Schauffhausen					
To Luganyan	— 2	12	0	4	0
Stokach	— 2	11	7	4	30
Diffendorf	— 1 $\frac{1}{2}$	10	1	5	30
Altorf	— 2	14	3	4	50
Diernast	— 1	7	1	3	20
Weingarten	— 1	8	5	3	0
Bergatrent	— 1	6	4	4	10
Leitkirch	— 2	14	3	6	0
Kumerhoffen	— 1 $\frac{1}{2}$	12	2	4	10
Kempten	— 1	7	4	2	30
	15	104	6	42	0

From Kempten to Trent.

		Posts.	Eng. Miles distant.		Time in travelling.	
			M.	F.	H.	M.
From Kempten to						
Kempterwald	—	1	7	7	1	30
Weißbach	—	1	9	1	2	30
Fuesen	—	1	12	7	3	40
Heiterwang	—	1	8	0	2	10
Lernes	—	1	7	7	2	0
Nazareth	—	1	10	2	3	0
Barwis	—	1	8	2	2	25
Disfernbach	—	1	11	2	2	50
<i>Innsbruck</i>	—	1	8	4	2	30
Schamberg	—	1	7	2	2	30
Steinack	—	1	8	1	2	0
Brenner	—	1	6	5	2	5
Sterringen	—	1	9	5	2	50
Mittwald	—	1	9	7	2	33
<i>Brixen</i>	—	1	7	7	2	30
Colman	—	1	11	1	2	20
Teutſchen	—	1	6	3	2	15
Bantzen	—	1	7	6	2	50
Braudſol	—	1	8	0	2	0
Naimarck	—	1	7	2	1	30
St. Michel	—	1	11	7	2	15
TRENT	—	1	11	4	2	0
			22	197 2	53	13

From

From Trent to Venice.

				Posts.	Eng. Miles distant.		Time in Trav- elling.	
					M.	F.	H.	M.
From Trent to								
Roverido	-	-	-	1	14	7	3	0
Ala	-	-	-	1	10	3	2	20
				2	25	2	5	20
From Ala to								
Peri	-	-	-	1	11	0	1	44
Volerni	-	-	-	1	9	1	2	20
Verona	-	-	-	1	12	7	2	50
Caldiero	-	-	-	1	8	6	2	0
Montebello	-	-	-	1 $\frac{1}{2}$	12	0	1	50
Vicenza	-	-	-	1	10	6	1	50
La Slefiga	-	-	-	1	10	7	1	40
PADUA	-	-	-	1	10	0	1	50
Al Dolo	-	-	-	1 $\frac{1}{2}$	5	0	1	30
Fufina	-	}	-	1 $\frac{1}{2}$	11	2	1	28
VENICE	-		-					
				15 $\frac{1}{2}$	112	5	20	2

The following Route is very eligible for Travellers from London to Messina, by the Way of Hamburgh.

	Distance in Engl. Miles	Total distance.
<i>London to Yarmouth</i>		
<i>Yarmouth by the packet to Cuxhaven on the Elbe, and from thence 80 miles by the river in a cutter to Ham- burgh*</i>		
Bergendorf - - -	8	0
Zollenspicker - - -	6	14
Winfen - - -	6	20
Luneburg - - -	12	32
Ultzen - - -	20	52
Hanckenbattel - - -	12	64

The best accommodations are at the following hotels: The Konig von England, the Keyfer's Hoff, and the Swarben Adler. There is a table d'hôte at Sloman's, the Prince of Wales; and at Stuart's British Coffee-house: at both the last houses the English newspapers are taken in.

					Distance in Engl. Miles.	Total distance.
Gifhorn	-	-	-	-	16	80
<i>Brunswic</i>	-	-	-	-	16	96
<i>Wolfenbittel</i>	-	-	-	-	4	100
Heidwigsburg	-	-	-	-	6	106
Appelroda	-	-	-	-	8	114
Ifenburg	-	-	-	-	4	118
Wernigerada	-	-	-	-	4	122
Elbingerada	-	-	-	-	4	126
Hafelfeld	-	-	-	-	8	134
Stolberg	-	-	-	-	8	142
Kelbra	-	-	-	-	8	150
Sega	-	-	-	-	8	158
Weiffensee	-	-	-	-	8	166
<i>Erfurt</i>	-	-	-	-	12	178
Arnstat	-	-	-	-	8	186
Illemerau	-	-	-	-	8	194
Frauenwald	-	-	-	-	8	202
Eisfeld	-	-	-	-	12	214
<i>Coburg</i>	-	-	-	-	12	226
Kaltenberg	-	-	-	-	12	238
Radilsdorf	-	-	-	-	4	242
Bamberg	-	-	-	-	8	250
Forcheim	-	-	-	-	16	266
Beyersdorf	-	-	-	-	4	270
<i>Erlang</i>	-	-	-	-	4	274
Tenneloh	-	-	-	-	4	278
Buch	-	-	-	-	4	282

				Distance in Engl Miles.	Total distance.
Nuremberg *	-	-	-	4	286
Kernburg	-	-	-	6	292
Thalmeßing	-	-	-	18	110
Greding	-	-	-	6	116
Ingolstadt	-	-	-	12	128

* The route by Augsberg is as follows:

Nuremberg	-	8	Augsberg	7	4
Schwabach	-	20	Landsherg	7	24
Weissenberg	-	4	Rokeffel	-	4
Pappenheim	-	4	Tenhauseu	-	4
Monheim	-	4	Schonge	-	8
Donawarth	-	6	Ethal	-	16
Merdengen	-	6	Parlinkerch	-	6
Westendorf	-	8	Mettlewald	-	12
Langweit	-	4	Inspruck.		
Obenhauseu	-	4			

From Nuremberg to Basle.

Nuremberg to Closter Heilsbron		a post and a half.
Anspach	-	a post and a quar- ter.
Feuchtwangen	-	a post and a half.
Dunkelspiel	-	a post.
Ellwanger	-	do.
Aalen	-	a post and a half.
Yernund	-	do.
Schorndorf	-	do.
Constadt	-	do
Entzwengen	-	do.
Pforbzheim	-	do.
Durlac	-	do.
Ettlingen to Raftadt	-	one post.

Pfaffenhoven

				Distance in Engl. Miles.	Total distance.
Pfaffenhoven	—	—	—	12	140
<i>Munich</i>	—	—	—	24	164
Wolfrathshausen	—	—	—	18	182
Lachenheim	—	—	—	10	192
Mittenwald	—	—	—	12	210
Frauenberg	—	—	—	8	218
<i>Inspruck</i>	—	—	—	8	226
Maytray	—	—	—	8	234
Brennerberg	—	—	—	4	238
Sterzengen	—	—	—	8	246
<i>Brixen</i>	—	—	—	16	262
Claufe	—	—	—	8	270
Colmarn	—	—	—	12	282
<i>Batzen</i>	—	—	—	8	290
Neumarck	—	—	—	12	302
Salom	—	—	—	4	306
St. Michel	—	—	—	4	310
<i>Trent</i>	—	—	—	8	318
Roveredo	—	—	—	12	330
Peri	—	—	—	12	342
Volarne	—	—	—	8	350
Castel Nuevo	—	—	—	8	358
Rovero	—	—	—	10	368
<i>Mantua</i>	—	—	—	12	380
St. Benedetto	—	—	—	10	390
<i>Concordia</i>	—	—	—	10	400
<i>Mirandola</i>	—	—	—	8	408
Buon Porto	—	—	—	15	423

					Distance in Eng. Miles.	Total dist- ance.
Castle St. Giovanni	-	-	-	-	10	433
<i>Bologna</i>	-	-	-	-	10	443
Lojano	-	-	-	-	16	459
Pietra Mala	-	-	-	-	8	467
Refreddo	-	-	-	-	8	475
Scarperia	-	-	-	-	7	482
Vaglio	-	-	-	-	9	491
Uccellatoio	-	-	-	-	8	499
<i>Florence</i>	-	-	-	-	9	508
Casciano	-	-	-	-	8	516
Tavernelle	-	-	-	-	8	524
Poggibonzi	-	-	-	-	8	532
<i>Sienna</i>	-	-	-	-	8	540
Borgo	-	-	-	-	6	546
Lucignano	-	-	-	-	4	550
Buon Convento	-	-	-	-	5	555
Torrinieri	-	-	-	-	6	561
La Scala	-	-	-	-	8	569
<i>Radicofani</i>	-	-	-	-	8	577
Ponté Centino	-	-	-	-	9	586
<i>Aquapendente</i>	-	-	-	-	8	594
<i>Bolsena</i>	-	-	-	-	10	604
Monte Fiascone	-	-	-	-	9	613
<i>Viterbo</i>	-	-	-	-	8	621
Roncellione	-	-	-	-	10	631
Monte Roffi	-	-	-	-	8	639
Baccano	-	-	-	-	7	646

					Distance in Eng. Miles.	Total distance.
Prima Porta	-	-	-	-	7	653
Rome	-	-	-	-	8	661
Torredemezzavia	-	-	-	-	6	667
Marino	-	-	-	-	6	673
Velettri	-	-	-	-	8	681
Cisterno	-	-	-	-	6	687
Sermonetta	-	-	-	-	8	695
Casenuove	-	-	-	-	8	703
Piperno	-	-	-	-	9	712
Terracena	-	-	-	-	10	722
Fondi	-	-	-	-	9	731
Mola	-	-	-	-	9	740
Carigliano	-	-	-	-	9	749
St. Agatha	-	-	-	-	10	759
Francolisse	-	-	-	-	5	764
Capua Nova	-	-	-	-	4	768
Aversa	-	-	-	-	6	774
Naples	-	-	-	-	5	779
Torre del Greco	-	-	-	-	6	785
Torre della Nunziata	-	-	-	-	10	795
Nocera de Pagani	-	-	-	-	6	801
Salerno	-	-	-	-	6	807
Taverna Pinta	-	-	-	-	10	817
Evoli	-	-	-	-	8	825
Lo Scorsò	-	-	-	-	10	835
Auletta	-	-	-	-	10	845
Sala	-	-	-	-	10	855

Casalnuova

					Distance in Eng. Miles.	Total dis- tance.
Cafalnuova	-	-	-	-	9	864
Laganero	-	-	-	-	7	871
Lauria	-	-	-	-	12	883
Castelluccio	-	-	-	-	9	892
Rotonda	-	-	-	-	6	898
Castro Villari	-	-	-	-	10	908
Efaro	-	-	-	-	6	914
Lafico	-	-	-	-	6	920
Pontoni	-	-	-	-	6	926
<i>Cosenza</i>	-	-	-	-	5	931
Belleto	-	-	-	-	10	941
Martorano	-	-	-	-	5	946
St. Beagio	-	-	-	-	6	952
Fondico della Sica	-	-	-	-	10	962
Montelione	-	-	-	-	10	972
St. Pietro di Melito	-	-	-	-	6	978
Drofi	-	-	-	-	6	984
Paffi di Solano	-	-	-	-	5	989
Fuimara di Moro	-	-	-	-	6	995
<i>Messina</i>	-	-	-	-	12	1007
Total number of miles from HAMBURGH to MESSINA }						1007

The calculation of distances in the above Route I should imagine to be short of the actual stages; and are, I apprehend, computed

puted miles only : if one-fourth more were added, I should judge it nearer the truth. The following route is tolerably correct in regard to distances between NUREMBERG and NAPLES.

		Pofts.	Distance in Eng. Miles, and 8ths of ditto.			Time in tra- velling.	
						H.	M.
Nuremberg	-	0	0	0		0	0
Schwabatch	-	1	9	7		1	30
Roth	-	1	7	3		1	46
Pleinfeld	-	1	12	2		4	3
Dietfurt	-	1	12	5		2	45
Monheim	-	1	8	5		1	29
Donawert	-	1	10	7		2	26
Meitingen	-	$1\frac{1}{2}$	13	2		2	23
Augsburg	-	$1\frac{1}{2}$	14	0		2	20
Schwabmuchen	-	$1\frac{1}{2}$	15	4		3	2
Buckloch	-	1	11	1		2	26
Kaufbeyren	-	1	15	5		3	2
Stalen	-	1	12	3		2	35
Fueffen	-	1	13	4		3	20
Heiderwang	-	1	13	0		3	45
Lermes	-	1	8	1		2	15
Nazareith	-	1	10	7		3	5
Bayerwis	-	1	8	2		2	5
Distinbach	-	1	11	2		3	0
Inspruck	-	1	10	2		1	57
Schoemberg	-	1	7	2		2	10
Steinach	-	1	8	1		1	48
Brenner	-	1	7	1		1	15
Sterzingen	-	1	9	5		2	40
Mittewald	-	1	0	2		1	48
Brixen	-	1	8	1		1	45
Colman	-	1	11	0		2	30
Teutfchen	-	1	6	3		1	40

Bolzano

REMARKS.

The post is extremely well regulated all through Germany, although the accommodation is but indifferent both in regard to provisions and lodging, excepting in large towns. Travelling by post with your own carriage is the most comfortable way. A German post may be called twelve English miles ; although a German mile is 8304 French toises, which makes it more than four English miles and a half: you pay about a florin a post for each horse, except in the Emperor's dominions, where it is only three-quarters of a florin ; the post-boy will expect thirty creutzers. The Germans keep their account in rix-dollars, florins, and creutzers. A rix-dollar is a florin and a half, and sixty creutzers make a florin. The rix-dollar is 3s. 6d. English money, and the florin 2s. 4d.: the dollar is 4s. 8d. of which two goes to a ducat. A guinea is worth eleven florins ; and a louis d'or nearly as much ; but this varies according to the exchange.

			Posts.		Distance in Engl. Miles, and 8ths of ditto.		Time in tra- Time.	
							H.	M.
Bolzano	—	—	1		8	3	1	46
Brandfal	—	—	1		7	5	1	38
Naimarck	—	—	1		7	1	1	40
St. Michel	—	—	1		12	0	2	2
Trent	—	—	1		10	2	1	55
Roveredo	—	—	1		14	7	3	0
Ala	—	—	1		10	3	2	20
Peri	—	—	1		11	0	1	44
Volarni	—	—	1		9	1	2	20
Verona	—	—	1		12	7	2	50
Villa Franca	—	—			10	4	} 3	55
Roverbella	—	—			7	2		
Mantua	—	—			6	3	1	35
Burgoforte	—	—	2					
Reggio	—	—	2					
Modena*	—	—	2					
Somoiga	—	—	1½		12	4	2	10
Bologna	—	—	1½		10	6	2	0
Pianoro	—	—	1½		10	2	1	55
Loiano	—	—	1½		9	4	2	50
Feligara	—	—	1		7	4	1	30
Cubillario	—	—	1		5	6	1	25
Monte Careli	}	—	1		7	6	2	0
Alle Mascherre		—	0		4	0	1	10
Caffagiolo		—	1		3	0	0	40
Fontebuona	—	—	1		7	4	1	35

* There is another road from Modena to Florence, but the Bolognese is generally preferred.

Florence

REMARKS.

change*. A ducat is worth four florins and fourteen creutzers. In the Tirol you must naturally expect the roads to be very rugged and steep, and in some places dangerous : but the country is highly picturesque, and well deserving the traveller's attention. In Italy the roads are generally good, which makes posting very agreeable. The Roman mile is about fifty toises shorter than the English mile. The Italians have sequins, crowns, and paoli. The sequin is worth nearly twenty paoli; and the Roman crown about ten. For two chaise-horses you pay eight paoli per post, and for a saddle horse three: an Italian post is ten miles. It is very difficult in many places to procure lodging, especially a bed; it is therefore advisable for a traveller to have his own bedding, which can be easily secured in a small canvass or leather bag: provided in this manner, you can readily put up at a con-

* The reader is requested to pay attention to the Appendix (Q) which relates to the value of money.

			Distance in Eng. Miles, and 8ths of ditto.		Time in tra- velling.	
			Posts.		H.	M.
<i>Florence</i>	—	—	1	8 2	1	30
<i>St. Cassiano</i>	—	—	1 $\frac{1}{2}$	9 7	2	28
<i>Alle Tavernelle</i>	—	—	1	8 2	2	4
<i>Poggibonzi</i>	—	—	1	7 3	2	2
<i>Castiglioncello</i>	—	—	1	6 4	1	18
<i>Sienna</i>	—	—	1	10 1	1	30
<i>Montarone</i>	—	—	1	8 6	1	55
<i>Buonconvento</i>	—	—	1	7 3	1	20
<i>Tornieri</i>	—	—	1	5 5	1	2
<i>La Scala</i>	—	—	1	9 0	1	50
<i>Ricorfi</i>	—	—	1	4 4	1	35
<i>Radicofani</i>	—	—	1 $\frac{1}{2}$	5 6	1	20
<i>Ponte Centino</i>	—	—	1	8 5	2	35
<i>Aqua Pendente</i>	—	—	$\frac{3}{4}$	5 0	1	0
<i>St. Lorenzo</i>	—	—	$\frac{3}{4}$	6 1	2	0
<i>Bolsena</i>	—	—	1	4 7	1	20
<i>Montefiascone</i>	—	—	1	8 3	1	43
<i>Viterbo</i>	—	—	1	10 0	2	5
<i>La Montagne de</i>	}					
<i>Veterbo</i>		—	1	5 1	1	20
<i>Ronciglione</i>	—	—	1	6 6	3	45
<i>Monterofi</i>	—	—	1	9 0	1	40
<i>Baccano</i>	—	—	1	6 4	1	4
<i>La Storta</i>	—	—	1	8 4	1	28
<i>Rome</i>	—	—	1	9 0	1	30
<i>Torre di Mezza Via</i>	—	—	1	8 2	1	20
<i>Marino</i>	—	—	$\frac{3}{4}$	6 2	1	0
<i>Faiola</i>	—	—	$\frac{3}{4}$	4 6	1	0

Veletri

REMARKS.

vent, or any small inn on the road, where the beds are generally execrable. A little clean straw is always to be had. It is proper to provide yourself at large towns with as much victuals and wine as will serve you to the next good stage; by this means you will be well taken care of, which would not otherwise be the case. A traveller should avoid, in the different states of Germany and Italy, having in his possession more money of any state than what is sufficient for his expences in it: for what is current in one, may not be so in another. Postillions, barriers, and the passage of rivers, are paid by the traveller, beside his expence of posting.

		Posts.	Distance in Eng. Miles, and 8ths of ditto.		Time in tra- velling.	
			M.	F.	H.	M.
<i>Velettri</i> —	—	1	5	2	1	10
Cisterna —	—	1	9	6	1	30
Sermoneta —	—	1	5	6	0	50
Le Casenouve —	—	1	8	6	1	40
Piperno —	—	1	5	0	1	18
Marciti —	—	1	7	0	1	45
<i>Terracina</i> —	—	1	7	3	1	30
Fondi —	—	1 $\frac{1}{2}$	11	6	2	10
Itri —	—	1	7	4	1	18
<i>Mola di Gaeta</i> —	—	1	4	4	0	0
Garigliano —	—	1	8	1	1	15
St. Agata —	—	1	9	2	1	25
Francolisi —	—	1	9	7	1	25
<i>Capua</i> —	—	1	8	6	1	25
Aversa —	—	1	12	5	2	0
<i>Naples</i> —	—	1	11	4	1	25

REMARKS.

REMARKS.

U 2

The

The distance from Rome to Civita-Vechia, where travellers may embark for Naples or Messina, is forty-four miles : but should the Port of Leghorn be preferred, the route from Florence is as follows :

From Florence to La Lastra			1 Post.
L'Ambrogiana	-		1 do.
La Scala	-	-	1 do.
Castel del Bosco	-		1 do.
La Fornacetti	-	-	1 do.
Pisa	-	-	1 do.
Leghorn	-	-	14 Miles.

There is another road by Pestoia and Lucca, which is not so near, though pleasanter.

*A Route through Germany, Swisserland,
Savoy, and Piedmont, to Turin, Genoa,
and Leghorn.*

			Posts.	Engl. Miles	Time.	
From Hamburg to					H.	M.
<i>Harburg</i>	—	—		4		
Zarendorf	—	—		16		
Wibzendorf	—	—		16		
<i>Zell</i>	—	—		16		
Engfen	—	—		10		
<i>Hanover (a)</i>	—	—		10		
Bautel	—	—		10		
Limmer	—	—		10		
Eimbeck	—	—		8		
Northeim	—	—		8		
Norden	—	—		4		
Haffe	—	—		4		
Fahrlofen	—	—		4		
Munden	—	—		4		
Cassel (b)	—	—		8		
Werckel	—	—		12		
<i>Fritzlaar</i>	—	—		3		
Jesberg	—	—		8		
Halldorf	—	—		8		

(a) The Imperial Crown.

(b) At the City of Stockholm.

	Pofts.	Engl. Miles.	Time.	
			H.	M.
<i>Margburg</i> - -	-	8		
<i>Gieffen (a)</i> - -	-	12		
<i>Butzbach</i> - -	-	8		
<i>Friedberg (b)</i> - -	-	4		
<i>Franckfort (c)</i> - -	-	12		
<i>Heffe Darstadt (d)</i>	$1\frac{1}{2}$		3	45
<i>Héppenheim</i> - -	$1\frac{3}{4}$		4	20
<i>Heidelberg (e)</i> - -	$1\frac{3}{4}$		3	10
<i>Manheim</i> - -	$1\frac{1}{2}$		2	0
<i>Shwetzingen</i> - -	$\frac{3}{4}$	10	1	30
<i>Waghoulfel</i> - -	1	12	1	50
<i>Craben</i> - -	1	12	1	30
<i>Cdrlsruhe (f)</i> - -	$1\frac{1}{4}$	14	2	5
<i>Rastadt (g)</i> - -	$1\frac{1}{2}$			
<i>Biel</i> - -	1			
<i>Appenweyer</i> - -	$1\frac{1}{4}$			
<i>Offenburg</i> - -	$1\frac{1}{2}$			
<i>Freifenheim</i> - -	$\frac{3}{4}$			
<i>Kenfingen</i> - -	$1\frac{1}{2}$			
<i>Emmedingen (h)</i> - -	$\frac{3}{4}$			

(a) At the Wildman.

(b) Swan.

(c) The Roman Emperor.

(d) Good Inn at the Post House.

(e) At the Bull, a middling Inn.

(f) At the Post, a good Inn.

(g) Do

(h) Do.

REMARKS.

The roads are in general extremely good, and the country fruitful; the accommodation is excellent, and the inhabitants obliging.

		Pofts.	Engl. Miles.		Time.	
					H.	M.
<i>Friburg</i>	-	$\frac{3}{4}$				
<i>Krobzingen</i>	-	$\frac{3}{4}$				
<i>Mulheim</i>	-	$\frac{3}{4}$				
<i>Kalteherberg</i>	-	1			1	35
<i>Basle (a)</i>	-	1			2	25
		Lieus.				
<i>Lichtfal</i>	-	2	10	2	3	50
<i>Balftel</i>	-	3	15	6	4	50
<i>Soleure (b)</i>	-	2	12	4	5	30
<i>Berne (c)</i>	-	3	21	0	6	0
<i>Morat</i>	-	3	16	7	3	4
<i>Payerne</i>	-	$2\frac{1}{2}$	11	5	2	30
<i>Moudon (d)</i>	-	2	13	6	2	55
<i>Laufanne (e)</i>	-	$2\frac{1}{2}$	14	7	4	40
<i>Rolles</i>	-	3	16	1	4	45
<i>Geneva (f)</i>	-	$3\frac{1}{2}$	20	1	5	5
<i>Frangy</i>	-	$2\frac{1}{2}$	15	0	5	0
<i>Remilly</i>	-	2	14	0	4	0
<i>Aix le Bains</i>	-	$1\frac{1}{2}$	11	0	3	0
<i>Chambery</i>	-	$1\frac{1}{2}$	$6\frac{1}{2}$	0	1	55
<i>Montmelian</i>	-	$1\frac{1}{2}$	9	0	2	30

(a) At the Three Kings.

(b) La Tour Rouge.

(c) At the Falcon, or Crown.

(d) A la tete noir.

(e) Golden Lion.

(f) Aux Balances, a very good Inn.

REMARKS.

In this country the inns and roads are equally good. You find the people happy; none in rags, or a house in decay.

				Time.	
				H.	M.
Mal Teverne	}	I	$14\frac{1}{2}$	4	0
<i>Aiquebelle</i> (a)		1			
Erpierre —	—	I	7	1	50
La Chamber (b)	—	1	$7\frac{1}{4}$	2	0
<i>St. Jean de Mau-</i>	}	1	$7\frac{1}{2}$	2	0
<i>rienne</i> (c)					
St. Michel —	—	$1\frac{1}{2}$	8	2	10
St. Andre —	—	$1\frac{1}{2}$	8	2	50
<i>Modani</i> —	—	I	$3\frac{1}{2}$	I	10
Villarodin —	—	I	$2\frac{1}{2}$	1	0
Brament —	—	1	$3\frac{1}{2}$	1	15
<i>Lannebourg</i>	—	$1\frac{1}{2}$	8	2	30
Mont Ceniz	}	1	$6\frac{1}{2}$		
	}	1	6		
La Novaleze	—	I	6		
<i>Suze</i> —	—	1	$5\frac{1}{2}$	2	0
La Zaconiere —	}	$1\frac{1}{2}$	$9\frac{1}{2}$	4	30
<i>S. Ambroise</i> —		I	$6\frac{3}{4}$		
Rivoli —	—	$1\frac{1}{4}$	$8\frac{1}{2}$		
<i>Turin</i> (e) —	—	$1\frac{1}{4}$	8	4	30

(a) A good Inn at the Post

(b) May procure lodging here.

(c) At the St. George.

(d) Refreshments are procured here.

(e) At the Royal Hotel, or the Hotel d'Angleterre.

Trufarello

		Posts.	Eng. Miles.	Time.
				H. M.
Trufarello	—	—	6	
Poverino	—	—	6	
St. Michele	—	—	6	
<i>Asti</i>	—	—	6	
Felizzano	—	—	8	
<i>Alexandria</i>	—	—	8	
Pastorano	—	—	10	
Ottagio	—	—	10	
Borgo	—	—	10	
<i>Genoa</i>	—	—	7	
Recco	—	—	9	
Rapello	—	—	6	
Chiavari	—	—	5	
<i>Sestri</i>	—	—	7	
Bracco	—	—	5	
Materano	—	—	5	
Borghetto	—	—	6	
Sarzana	—	—	10	
Lavenza	—	—	5	
Massa di Carrara	—	—	5	
Pietra Santa	—	—	5	
Viareggio	—	—	5	
Toretto	—	—	5	
<i>Pisa</i>	—	—	5	
<i>Leghorn</i>	—	—	14	

The above route is, in times of tranquillity, by much, the most agreeable, especially if a traveller can stay to enjoy the beauties of

of the countries through which he passes, or a traveller might, from Basle or Berne, proceed to Lucerne, Altorf, Ortera, Airola, Glornigo, Bellinzona, and Como, to Milan; and by the way of Parma and Modena to Florence.

*Route from Hamburgh to Rome, by Vienna,
Trieste, and Ancona.*

From Hamburgh to Nuremberg as before
stated.

				English Miles.
<i>Nuremberg</i>				
Feicht	—	—	—	4
Ferrieden	—	—	—	6
Paspau	—	—	—	6
Neumarckt	—	—	—	4
Teiningen	—	—	—	4
Parlberg	—	—	—	8
Beribzhausen	—	—	—	8
Ettershausen	—	—	—	4
<i>Ratisbon</i>	—	—	—	4

From hence by water to Vienna, you
pass the following places :

Paffau
Lintz *
Ens
Welck
Vienna

* It is nearer to avoid Vienna, and proceed from
Lintz to Trieste, by Gurck and Clagenfurt.

Or

				English Miles.
Or else by land from Ratibon to				
Schreckenhoven	—	—	—	8
Pfeter —	—	—	—	4
<i>Straubingen</i>	—	—	—	12
Deckendorf	—	—	—	16
Hofkirchen	—	—	—	12
Vilhoven	—	—	—	4
Sambach	—	—	—	4
<i>Paffau</i>	—	—	—	16
Wichenstein	—	—	—	6
Ottensheim	—	—	—	20
<i>Lintz</i>	—	—	—	6
Mathaufen	—	—	—	12
Grein —	—	—	—	18
Ips —	—	—	—	14
Molick	—	—	—	12
<i>Krems</i>	—	—	—	16
Hollenburg	—	—	—	8
Stockerau	—	—	—	16
Korn Neuburg	—	—	—	6
<i>Vienna</i>	—	—	—	8
				Post Stages.
Traefkirchen	—	—	—	1
Neustadt	—	—	—	1
Neukirchen	—	—	—	1
Schottwin	—	—	—	1
Mehrzuſchlag	—	—	—	1
Kriegla	—	—	—	1

				Post Stages.
Pruck	-	-	-	1
Rolelftab	-	-	-	1
Pechau	-	-	-	1
Gratz	-	-	-	1
Muhregg	-	-	-	2
Erenauen	-	-	-	1
Mahrburg	-	-	-	1
Freystritz	-	-	-	1
Ganomitz	-	-	-	1
Cilly -	-	-	-	1
Prantz	-	-	-	1
Popetsch	-	-	-	2
Laubach *	-	-	-	2

From the City of Laubach to Ober Laubach is five leagues English : Ober Laubach to Trieste about ten leagues †. From Trieste a traveller may embark for Venice or Ancona ; with both places a constant communication by sea is kept up. To Venice there is a regular packet-boat ; the distance ninety Italian miles. By land there are convenient chaises to be had between Trieste and Venice, distant about 140 miles.

* From Laubach to Venice, is twelve posts by Palma Nova.

† The Route as follows :

Ober Laubach to Lofchetzsch	One Post.
Adlersberg	Do.
Prewald	Do.
Cornial	Do.
Trieste	Do.

Ancona

				Posts.	Eng. Miles distant.	Time in Travelling.	
						H.	M.
<i>Ancona</i>	to						
<i>Camerano</i>	—	—	1		$9\frac{1}{2}$	1	45
<i>Loretto</i>	—	—	1		8	1	35
<i>Burcheto</i>	—	—	1		$10\frac{1}{2}$	2	30
<i>Marcerata</i>	—	—	1		$6\frac{1}{4}$	1	0
<i>Tolentino</i>	—	—	$1\frac{1}{2}$		11	2	0
<i>Valcimara</i>	—	—	1		8	1	35
<i>Ponto de la Trava</i>	—	—	1		$7\frac{1}{2}$	1	30
<i>Serravalle</i>	—	—	1		7	1	15
<i>La Cafe Nuova</i>	—	—	1		$9\frac{1}{2}$	2	10
<i>Foligno</i>	—	—	1		9	1	50
<i>La Vene</i>	—	—	1		9	1	30
<i>Spolito</i>	—	—	1		$7\frac{1}{2}$	1	0
<i>Strettura</i>	—	—	1		$9\frac{1}{4}$	2	10
<i>Terni</i>	—	—	1		8	1	30
<i>Narni</i>	—	—	1		$8\frac{1}{4}$	1	30
<i>Otricoli</i>	—	—	1		$8\frac{1}{4}$	2	0
<i>Borghetto</i>	—	—	$\frac{3}{4}$		$6\frac{1}{4}$	1	0
<i>Civita Castellana</i>	—	—	$\frac{3}{4}$		6	0	50
<i>Rignano</i>	—	—	1		$7\frac{1}{2}$	1	50
<i>Castel Nuovo</i>	—	—	1		6	1	15
<i>Malborghetto</i>	—	—	$\frac{3}{4}$		5	1	0
<i>Prima Porta</i>	—	—	$\frac{3}{4}$		$4\frac{1}{2}$	0	40
<i>Rome</i>	—	—	1		6	1	0
Total	—	—	$22\frac{1}{2}$		$177\frac{3}{4}$	34	25

There is accommodation every stage that is marked by Italic.

*Journey from Naples to Ottranto, passing
through Barletta, Bari, and Lecce.*

Naples			
Marianella	—	—	post and half.
Cardinaro	—	—	post and half.
Avellino	—	—	post and half.
Dente Cane	—	—	post and half.
Grotto Miranda		—	post.
Ariano	—	—	post.
Savignano	—	—	post.
Ponte Bovino	—	—	post and half.
Ardona	—	—	post and half.
Cerigniola	—	—	post and half.
St. Cassano	—	—	post.
Barletta	—	—	post.
Biseglie	—	—	post.
Giovenazzo	—	—	post.
Bari	—	—	post and half.
Mola di Bari	—	—	post and half.
St. Vito	—	—	post.
Monopoli	—	—	post.
Fasciano	—	—	post.
Ostumi	—	—	post and half.
St. Vito della Macchia	—		post.
Mafagne	—	—	post.

St. Pietro della Macchia			post and half.
Lecce	—	—	post.
St. Pietro in Galatina	—		post and half.
Ottranto	—	—	post and half.

From Lecce to Ottranto the posts are not regulated ; but you may find horses all the way.

*Journey from Geneva to Milan, by the
Mountain of Semplon.*

Geneva			
Menon	—	—	post.
Evian	—	—	post.
Margia	—	—	post.
Laufanne	—	—	post.
Vivé	—	—	post.
Eghel	—	—	post.
St. Maurizio	—	—	post and half.
Martiniz	—	—	post.
St. Pietro	—	—	post and half.
Sion	—	—	post.
Ciera	—	—	post.
Tortomagna	—	—	post.

Vespa	-	-	post.
Briga	-	-	post.

You must now dismount from your chaise, and hire mules to carry the chaise and baggage to Duveder, paying at the rate of post, with drink-money to the postillion, until you come to that place. Having passed Semplon, which is three posts, you enter Italy, and commence your first post at

Duveder			
Dumodoffola	-	-	post.
Lago	-	-	posts two.
Sesto	-	-	posts $3\frac{1}{2}$
Castelanza	-	-	posts two.
Milan	-	-	posts two.

Route from Vienna to Constantinople.

Vienna			
Fissamet	-	-	posts two.
Tieffaltemburg	-	-	do.
Tarendorff	-	-	post and half.
Wifelburg	-	-	do.
Hochstrasen	-	-	do.

Raab	-	-	post.
Geny	-	-	do.
Gomora	-	-	posts two.
Nesmülk	-	-	post.
Neudorf	-	-	do.
Dorack	-	-	do.
Wereswar	-	-	post and half.
Buda	-	-	do.
Amsabé	-	-	do.
Ertzin	-	-	post.
Adon	-	-	do.
Pontelli	-	-	do.
Fuldwa	-	-	post and half.
Pax	-	-	posts two.
Tolna	-	-	do.
Sechzar	-	-	post.
Bataffech	-	-	post and half.
Suttsui	-	-	post.
Mohacz	-	-	do.
Iffüs	-	-	posts two.
Kolluth	-	-	post.
Samber	-	-	posts two.
Labscora	-	-	post and half.
Carabuhcora	-	-	do.
Glofens	-	-	posts two.
Patsch	-	-	do.
Peterwaradin	-	-	do.

Befchie	-	-	posts two.
Benochie	-	-	do.
Belgrade	-	-	do.

From Belgrade to Hiffargik it is fix leagues through a large plain. At Hiffargik you must hire Janissaries to conduct you through this country, as far as Haffan, being infested with robbers.

Collar	-	-	fix leagues.
Haffan Bascia	-	-	fix leagues.
Jagodna	-	-	twelve leagues.
Rama	-	-	fix leagues.

Here you pass through a dangerous country.

Niffa	-	-	twelve leagues.
-------	---	---	-----------------

Here you pass through a very dangerous country, being all woods, and infested with robbers.

Schiarchioi	-	-	twelve leagues.
-------------	---	---	-----------------

Here you have fine plains, and the rest woods.

Sophia	-	-	twelve leagues.
--------	---	---	-----------------

Here you have plains inhabited chiefly by Greeks.

Jutiman	-	-	twelve leagues.
Tartarpoffagik	-	-	twelve leagues.

Here you pass through Issargik and Senichoi. With these horses you pass through the iron gate, by the Turks called Kapider Vent.

Philebe, or Philippoli			twelve leagues.
Ebepce	-	-	twelve leagues.
Adrianopoli	-	-	ten leagues.
Apfa	-	-	six leagues.
Baba	-	-	six leagues.
Birgas	-	-	six leagues.
Ciorlu	-	-	ten leagues.
Ciliurea	-	-	ten leagues.
Constantinople	-	-	twelve leagues.

Route from Constantinople by Land to Hilla, and from thence by Water to Buffora.

CONSTANTINOPLE crosses the Bosphorus to Scutari. The passage here is very narrow which separates Europe from Asia.

	Computed Miles.	Hours.
Jebifa - - - -	30	10
Ifmit* - - - -	30	10
Sabanga - - - -	18	6
Hindak - - - -	36	12
Duschea - - - -	24	8
Boli - - - -	30	10
Jeredare - - - -	30	10
Bainder - - - -	21	7
Serkees - - - -	18	6
Corregelar - - - -	12	4
Cara Churin - - - -	12	4
Cogifate - - - -	21	7
Tofia - - - -	27	9
Hadjee Hamza - - - -	27	9
Afmanjike - - - -	24	8
Marfiwan - - - -	42	14
	<hr/> 432	<hr/> 134

* This place is distant from Constantinople by sea about sixty miles.

			Computed Miles.	Hours.
			402	134
Amasia	-	-	27	9
Affin	-	-	42	14
Tokat	-	-	21	7
Karkoon	-	-	33	11
Sivas	-	-	33	11
Delectetas	-	-	30	10
Hadjee Khan	-	-	27	9
Haffan Chillibee	-	-	21	7
A village	-	-	30	10
Cherin	-	-	6	2
Medan	-	-	80	10
Karpoot	-	-	30	10
Village in Quenk	-	-	12	4
Medan	-	-	30	10
Argena	-	-	18	6
DIARBEEKIR	-	-	42	14
Mardin	-	-	54	18
Arin	-	-	6	2
Nisibin	-	-	30	10
Arab encampment	-	-	30	10
JESSEERA	-	-	27	9
A river	-	-	21	7
Asfee	-	-	9	3
Terstoff	-	-	30	10
MOSUL	-	-	15	5
			<hr/> 1056	<hr/> 352

		Computed Miles.	Hours.
		1056	352
Karakoosh	-	18	6
Hasir river	-	6	2
Killick and Zarp river	-	6	2
Ankava	-	21	7
Evril	-	3	1
Alton Kuffrie	-	30	10
Kircook	-	24	8
Tepellee	-	18	6
Taook	-	9	3
Toufcourmartee	-	21	7
Kuffree	-	24	8
Karatapa	-	21	7
Narin river	-	15	5
Kuscadawrie Hills	-	9	3
Delyabbas	-	6	2
Yankyga	-	42	14
BAGDAD, on the Tygris*	-	21	7
Azad	-	13	4 20
Beranofs	-	6	2
Scandera	-	7	2 20
Mahavil	-	12	4
Hilla on the Euphrates	-	12	4
Total to Hilla		1400	466 40

* From Bagdad to Hilla the road lies across Mesopotamia, or that narrow part of it which divides the rivers Tygris and Euphrates.

Hilla

		Computed Miles.	By the river Euphrates.
Hilla to Khuscusea	-	38	
Dewanee	-	30	
Lemloon	-	27	
Sebay	-	30	
Semeva	-	30	
Arja	-	95	
Corna	-	100	
Buffora	-	65	

From Hilla to Buffora by the
course of the Euphrates - 415

Distance from Constantinople
to Mosul - 1056
From Mosul to Bagdad 294

From Constantinople to
Bagdad - 1350
From Bagdad to Hilla - 50
From Hilla to Buffora by
water - 415

Total distance from Con-
stantinople to Buffora 1815

*Route from Alexandretta or Scanderoon
to Aleppo, and from thence across the
Great Defart to Buffora, according to
Major Taylor's Itinerary, in 1789-90.*

				H.	M.	M.	F.
Alexandretta to							
Beilan	-	-		3	30	10	2
ANTIOCH	-	-		9	0	22	4
Salkind	-	-		8	0	20	0
Mark Maffereen	-	-		7	30	20	2
ALEPPO	-	-		11	0	27	4
To without the south- east gale	-	-	}	1	0	2	0
Shake Abdulla	-	-		9	0	22	4
Zebelle	-	-		11	30	30	2
Zergah	-	-		6	30	17	6
On the Defert	-	-		3	0	7	6
Zergah	-	-		7	30	20	2
Tiny at Tyre	-	-		12	0	30	0
Ayn ul Coam	-	-		9	0	22	4
Lachadamie	-	-		9	0	22	4
Alhadrat ul muy, or Lachadier	-	-	}	8	33	22	6
Jub ul Ghunnam	-	-		11	30	30	2
On the Defart	-	-		8	0	20	0
Manie	-	-		9	0	22	4
Gour Alaflaf	-	-		10	20	27	4
				154	53	399	0
				Shack-			

		H.	M.	M.	F.
Shackabujamus	-	154	53	399	0
Auglut ul Horraun	-	9	0	22	4
Ravin on the Defart	-	10	0	25	0
Cubeffa	-	7	0	17	4
Mahammadie	-	2	30	7	6
Bredaun	-	6	30	17	6
Defart	-	7	50	22	5
Shittat	-	2	25	7	6
Auckally	-	6	55	20	1
Shittat	-	1	25	6	4
Ulackader	-	5	30	15	2
Defart	-	4	30	12	6
Defart	-	4	30	12	6
Mefhed Ally	-	3	0	7	4
Wader a Hami	-	7	30	20	2
Ana Seyd	-	10	10	25	2
Alataly	-				
Eyn ul Gyan	-	3	15	8	0
Defart	-	6	30	17	6
Bellmarice	-	10	0	25	0
Plains of Semavat	-	9	40	26	3
Town of do.	-				
Um al hunta	-	6	0	15	0
Tahir	-	3	30	10	2
Eben Ally	-	4	0	10	0
Shicarrah	-	2	40	8	7
Shoogal Shugh	-	11	0	27	4
		300	13	788	0

Dachaly

			H.	M.	M.	F.
			300	13	788	0
Dachaly -	-	-	4	30	12	6
Leghatta	-	-	9	0	22	4
Quebda	-	-	13	0	32	4
Zebeer -	-	-	14	50	40	1
BUSSORA	-	-	3	0	7	4
Total			344	33	903	3

The above calculation of distance is founded on an experiment which I repeatedly tried, and by which I discovered nearly the rate which a camel that is not overloaded will be able to travel in one hour. I found that in general a loaded camel makes forty movements in a minute, and that each of those steps were on the average five feet six inches, making the distance two miles and a half per hour. In all situations where camels are used, I should recommend a due attention to this mode of ascertaining the distance, and which will be tolerably correct, and at the same time easy, simple, and expeditious.

Major

Major Rennell, who has taken great pains to ascertain the rate of travelling as performed by camels, in a Treatise, read before the Royal Society, the 17th March, 1791, states it at something under two miles and a half per hour: the dromedary, the Major says, can travel singly about fifty miles a day, which is much more than a camel is able to perform.

APPENDIX (O) Page 132.

As the term " Little Defart" is not generally understood, it is necessary to mention some particulars of the route by that medium, as well as that by Vienna and Constantinople, through Asia Minor, and by Mesopotamia to Bussora.

What is meant by the Little Defart, denotes, that the traveller, in place of performing the journey entirely by land from Aleppo to Bussora, which is called the Great Defart, cuts off a part of this Defart by embarking in boats on the rivers Tygris or Euphrates, and by this means the fatigue of the journey is considerably lessened.

There

There are two routes by which the same thing can be accomplished ; and the only difference which it makes is the place of embarkation, whether higher up or lower down, on the before-mentioned rivers.

1st Route.—From Aleppo by Birorfa and Diarbekir. At the last place you embark on the Tygris, and pass Mosul and Bagdad on your way to Buffora. The distance by land from Aleppo to Diarbekir is 180 computed miles, and by the river from that place 660 more.

2d Route.—From Aleppo to Anna or Hilla on the Euphrates, where you may embark on that river for Buffora, or otherwise cross Mesopotamia on your way to Bagdad, there to embark on the Tygris in a boat for the same place ; the distance from Hilla to Bagdad is fifty miles. The distance by land from Aleppo to Bagdad is 390 computed miles, and Buffora is distant from Hilla by the Euphrates 415 miles ; but from Bagdad by the Tygris only 260.

3d Route.—By the way of Vienna, Constantinople, Asia Minor, and Mesopotamia to Buffora.

This route has been very strongly recommended by a late traveller, Doctor Howel,

in

in the following words: " This route I should recommend, provided the traveller can bear fatigue, will content himself with such baggage only as is essentially requisite, and submit, for a short time, to the Turkish customs and manner of living." This, I must confess, would not be agreeable to an unpractised person; and, I should imagine, would not be attempted without very powerful inducements. The advantages of this route are numerous; the traveller, at a small expence, is provided with provisions, and suffers no delay in waiting till a caravan can be formed, or escorts collected: if he travels unencumbered with any other baggage besides his mere necessities, he avoids being detained on the road by custom-house officers, and offers no temptation to robbers, who, in this country, are seldom guilty of violence for a small booty.

The face of the country from Buffora to Constantinople is greatly diversified, and presents the curious traveller with a variety of productions, customs, climates, and romantic prospects, which, by engaging the mind, beguile the length of the journey; it also abounds in the necessities of life, and in
that

that essential article water, the want of which has been sometimes so painfully experienced by the caravans of the desert."

But as the object of the present work has been principally to explore the route from Great Britain to India, by the Great Desert, it may not be unacceptable to insert some directions for those gentlemen who return from the East to this country, selected and arranged from the publications and authorities of those who have already performed the journeys, and such as may be relied on in every respect. Elucidations of this nature are both pleasing and useful.

FIRST ROUTE.

Instructions for passing over the Little Desert from Buffora by the Tygris, and by the way of Bagdad, Mosul, Orfa, and Aleppo.

THE traveller being arrived at Buffora, he will have it in his power to proceed on his journey either œconomically or expensively, as he pleases, for the expences of travelling are very much in the power of the traveller : however, there are some things which Europeans are obliged to provide when they pass from one large town to another, for every one must carry their kitchen utensils, and they will find a tent highly necessary.— As to dress, a turban and an outside coat will be sufficient, for it will be proper to conform a little to the custom of the country ; since the hat will, in some degree, expose you to insult from children, for with grown persons a European of any consideration, provided with passes from the Pashaw, is every where in this route much respected. It will be proper to be provided before you
leave

leave India, with a fusée, a pair of pistols, and a sword. These will be necessary for your defence against robbers, if you should meet with any such, for these people have a very high opinion of the courage of the Europeans: and I am firmly persuaded, that the frequency of robberies is entirely owing to the traveller's want of resolution. Dangers have always been greatly exaggerated by the merchants of whom you enquire, and your Christian servants are in general very arrant cowards. It may not be amiss to provide yourself with a box of medicines, for if you should have no occasion for them yourself, you will have frequent opportunities of doing charitable actions, since they have everywhere a high opinion of the skill of the Europeans in physic. However, it is advisable to travel with as little luggage as possible; for then you will be at less trouble and expence, and make greater expedition.

At Buffora, you will find a servant who can speak the Turkish and Arabic languages, and also the country Portuguese, and Linqua Franca of the Mediterranean; this will prove a great acquisition, and you may hire him for the journey for sixty rupees.

The proper season for undertaking this journey from Buffora, is from the beginning of January to the end of that month ; because then the streams of the rivers Tygris and Euphrates are not so rapid, for the swelling of these rivers depends more on the melting of the snow than the rain. The traveller having the spring before him, will be also exempt from the excessive heat of the weather ; and if it is thought dangerous to travel alone, he will then meet with caravans with which he may join company. At this season too, it is most likely there will be vessels at the ports of Scandaroon or Latachea, bound direct for England : the passage through the Mediterranean will be pleasant, and the time of performing quarantine will be short, as in all probability at this season of the year, you will have clean patents when you sail from the Levant.

At Buffora the traveller may hire a boat, which will perform the voyage to Bagdad in fifteen days. The boats stop every night, and the passengers sleep on shore. What is remarkable, the boatmen will not leave off this custom, though they have never so fair a wind. This boat is covered over to defend
you

you from the weather, and the after-part is made use of as a kitchen. It will be the best way to lay in all sorts of provisions for the voyage, except fowls and kids, which you may meet with as you pass along: when there is a fair wind, they make use of their sails; but their general method of proceeding forward is by tracking, which is extremely tedious.

On the arrival of the traveller at Bagdad, he will have it in his option to proceed either by a caravan or on horseback to Aleppo.— If he chooses the former mode, the common method of travelling is on the back of a camel, but the motion of this animal is very fatiguing: however, it is somewhat more commodious in a mohaffa, of which there are two, one on each side of the animal. In one of them you are sheltered from the weather, and if you have a companion in the other, besides the advantage of being balanced, you may have the pleasure of his conversation, provided you understand each other: But if you have no companion or servant, you must in that case counterpoise yourself with your baggage.

If the traveller can bear the fatigue of the manfel or riding post, he will reach Aleppo much sooner : but at all events, he may hire horses at Bagdad, and so accompany the caravan. The privilege of travelling by post, may be obtained by the English Resident at Buffora from the Pacha of Bagdad. The manfel is an order signed by the Grand Seigneur, lodged in the hands of the different Pachas, authorizing them to indulge a traveller with the use of the horses kept for the purpose of conveying government dispatches without expence : this mode is therefore both cheap and expeditious.

Previously to the embarkation of the traveller on the Tygris, he must take care to lay in a stock of such articles as he may not be able to obtain at the villages on the banks of that river. He will also not neglect a pass from the Pacha of Bagdad, and proper recommendations from the Resident at Buffora. The first place of consequence at which you arrive is Corna, situated on the confluence of the Euphrates and Tygris, about forty miles above Buffora : the tide flows up to this place, and which abounds with provisions of all sorts. There is a tolerable garrison

garrison maintained here, and several armed galleys to protect the trade on the river: the town is defended by three castles, one placed on the projecting point, another on the side of Chaldia, and the third on that of Arabia. With the tide in your favour, and a favourable wind, you will reach this place in twelve or fourteen hours.

The other places are as follows:

Gazar.

Mazar.

Manfury, a large town.

Satarat, with a fort constructed of burnt bricks.

Amarat, with a fort of the same kind.

Bagdad, the residence of the Pacha.

The traveller in this route will not fail to remark the ruins of ancient Ctesiphon. The ruins are now called Tauck Kessera, within a little distance of Bagdad, three miles in circumference, and the remaining wall evinces striking remains of its former grandeur. The bricks have been burnt in the fire, and of the immense size of ten feet square and three feet thick: the breadth of the wall would allow of six coaches driving abreast. When we compare this with modern erec-

tions, we are lost in wonder and amazement; the stupendous works of former ages, we are unable to account for, or by what means, and for what purposes they were accomplished.

From Bagdad you may get to Thourkat or Karkut in eight days, and from thence to Mouful in four. If you are nice in regard to provisions, you had best provide yourself with eatables at Bagdad, for the bread and rice which you will meet with on the road, may not possibly be so white as you would desire. However, the best bread is to be had at Bussora; and as for butter, you will meet with none after you leave that place till you come to Aleppo. As you travel along, you will meet with villages on the road to lodge in, from stage to stage: but for the apartments, they will be of little use, except to defend you from the weather, for there is no furniture; as for other conveniences, you are not to expect them. However, you may travel all along this road without the least interruption or incivility. At Karkuth, which is a strong city, it is usual to rest a day or two and replenish your panniers; that is, you may lay in provisions for four days

at

at least, which is the time you will spend in going to Mosul, as mentioned above: wine you must take care to supply yourself with at Buffora, and that for a month or more. At Bagdad, you may probably replenish your store as well as at Karkut, and at Mosul you must purchase provisions of all kinds for six days; as also at Cajenifar or Mardin for a supply to Orfa, that is for six or eight days; and afterwards at Orfa to last you to Aleppo, which is five days more: among the Christians, you will meet with wine or brandy.

The place where you are most likely to be detained is Mosul, because you must either wait for a caravan, or hire a convoy, which last you may do at four rupees a man. If you will listen to them, they will tell you that it will be unsafe to travel without twenty or thirty of these people for a guard; but I am persuaded, there is no such danger of robbers as they pretend. However, there are caravans which set out from this place once in every ten or fourteen days, unless in the depth of winter, and they take a convoy; the money to pay, which is levied by the caravan Bashi, upon all the people of
the

the caravan, generally in proportion to the goods which each person carries with him, but sometimes according to the number of beasts, and your share will consequently be a trifle. But it must be remembered, that in these parts of the world they look upon all Europeans to be extremely rich, and every one will be ready to impose upon you if you will let them.

The usual time of travelling from Mosul to Madan or Mardin, is eight days; and from Mardin to Orfa seven days. The first six days of the journey is over a desert almost without inhabitants, and therefore your fare will be good or bad, according to the quality of the provisions you brought with you. Three days after you leave the Tigris the water begins to be brackish, therefore it behoves you to take care to supply yourself with that which is good in time. Servants are often careless, and either drink or spill the good water, and fill the leather bottles with the bad, which occasions to Europeans violent fluxes; and yet those who are used to such water, as the people of the caravan generally are, can drink it without any bad effect. Good careful honest servants contribute

contribute greatly to the pleasure of the journey ; whereas, those who are careless or dishonest, may occasion great inconveniences. The caravan makes a halt at Nisibin, the next town to Mosul, where it is visited by the custom-house officers : but a gentleman that only travels with his baggage is under no necessity of stopping on that account, for he may proceed directly to Caidenifar or Cojafar, which is a day's journey and an half farther. Mardin is a large town, about four or five miles out of the road, but it is worth seeing ; and what is a greater inducement, there is good wine to be had there to serve you on the road to Orfa ; and there likewise, you will meet with people to make up a sufficient caravan for your protection.

The mentioning Cojafar, brings to mind the Carach, a sort of capitation tax, imposed by the Grand Seignior on all his Christian and Jewish subjects, of five cruize and two thirds per head. This is collected by a set of very impertinent people, who, in hopes of squeezing somewhat out of the Europeans, often molest them, though they have not the least shadow of right to do so : but as
 this

this is a little town, there is no appeal to any superior officers, either on account of this tax or the customs. Those sort of molestations can hardly be avoided in small places ; but when you come to a town of any note, you will meet with nothing but civility and hospitality : therefore, in the lesser towns, the best way will be to assume a little consequence, which will command respect.— From Mardin to Orfa, the road is sometimes infested with robbers through the neglect of the Pacha : however, in this journey, there is much more apprehension than real danger ; but you must be greatly on your guard against thieves, for the people hereabouts are very expert : even the robbers can hardly be placed in a higher class than pilferers, for they ride up to the caravan, and snatch whatever they first lay hands upon, and then retreat in the same manner. If the people of the caravan had but the least courage and conduct, they might easily prevent robberies of this kind. When violent rains swell the river, this road is sometimes impassable for four or five days, till the waters run off.

We must suppose, that at Mosul, you have hired horses for Orfa ; therefore, you must make a fresh bargain from thence to Aleppo, at least you ought to take this method, because it is better than hiring them for the whole journey at once ; for if you have them from the catarches of the caravan which you have joined, you will be obliged to travel their pace, and wait their time : nay, though you should make a bargain to the contrary, you will be under a necessity of staying at each stage two or three days at least, to refresh your horses. But remember, it will be always best to get an obligation from your catarch in writing, especially, if you hire the horses for the whole journey ; and your terms should be particularly specified, reserving to yourself a power of hiring fresh horses, or if he loiters by the way, or furnishes you with such as are unable to perform the journey, for which he must consent to abate part of the hire.

If these people should happen to be negligent or refractory, or any way deficient in performing their bargain, the principal merchants of the caravan will see justice done you : besides, the magistrates of the great towns

towns will quickly redress any grievance of that kind. If you pass for men of consequence, they will expect a fee, which needs be but a trifle, for a small matter will bribe a great Turk : sometimes threatening alone, when you find it necessary, will keep them in awe. In loading a beast, your bedding is to be laid undermost, then your baggage, and your servants mounts on the top. If you carry your clothes and goods in portmantaus, you will lose package, and therefore it will be best to make use of bags, which are to be had for that purpose, and are much more convenient. From Orfa to Aleppo you will lie in villages every night, as you did between Bagdad and Mosul : you will seldom want company from any of these places, when your intentions are publicly known.

When you arrive at Aleppo, and are in a hurry to leave that place, you will be under no necessity of being detained ; for, if there is no vessel ready to sail from Scanderoon to Cyprus, you may pass on to Latachea, a day's journey farther, where you may cross in small vessels which are continually passing and re-passing to and from that island.

And

And at Cyprus, there is scarce a week without an opportunity of gaining a passage from thence to some port on the Continent of Europe. In the time of peace, the most expeditious will be, to travel through Italy and France ; for it is not only longer, but more expensive to travel through Italy by the way of Germany and Holland, though there are a great many curious things to be seen in that tour : and there are few gentlemen, but what will be glad to make use of such an opportunity, unless, indeed, dispatch be their object,

SECOND ROUTE.

Instructions for passing over the Little Desert from Buffora, by the Euphrates to Hilla : and by the way of Bagdad and Cubessa to Aleppo.

This route appears to be preferable to that by the Tygris, because the stream of the Tygris is more rapid than that of the Euphrates, besides a traveller is not so long confined to his boat. You may reach Hilla (which is situated on the western bank of the Euphrates, and supposed to be the site of ancient Babylon) in twelve days ; but the boatmen are commonly fifteen or twenty on their passage. From thence having crossed the river on a bridge of boats, you travel by land to Bagdad in less than two days, by the following route :

Hilla to Machavil	-	-	12 miles.
Scandera	-	-	12
Beranofs	-	-	7
Azod	-	-	4
Cross the Tygris to Bagdad	-	-	13

Miles 48

The

The expence of this journey ought not to exceed two piaſtres for each horſe, although four and five are ſometimes charged. You may ſleep in caravanſerais all the way ; the ſoil you paſs over is ſterile and dried up, and the water is in general bad.

When you leave Bagdad, you again croſs the Tygris, and travel by land to Anna, where you paſs the Euphrates, and then proceed by the deſart to Aleppo. The only village to be met with on the deſart is that of Cubeſſa, where you will be ſupplied with fowls, mutton, kid, and dates. This being the caſe, it will be neceſſary for the traveller to lay in at leaſt ſeventy days proviſion to ſerve on the Deſart for himſelf and ſervants, and to be particularly mindful of taking good water. The want of this neceſſary article will be the greateſt inconvenience which a European will meet with on a journey acroſs any part of the Deſart. For ſome days you will be obliged to travel without any but what is brackiſh ; and ſometimes you are three days without any at all, excepting immediately after the rains. A camel's load of water will be ſufficient for one gentleman and two ſervants ; and you will pay about thirty-five rupees for

the hire of each camel : water must be procured at the charge of the traveller. The charge of horse-hire from Bagdad to Aleppo by this route, will be about sixty rupees for each horse, but the traveller finds his own furniture. All other particulars relative to this journey, may be easily gathered from the information already given, and which is as full and complete as the nature of the case can possibly require.

THIRD ROUTE.

Instructions for performing the Journey from India through Natolia or Asia Minor to Constantinople, from Doctor Howel's Journal.

“ THOSE who intend to take this route should be at Buffora before the end of March, in order to avoid the dangerous heats of summer, as well as to travel in a season proper for the passage of the high mountains of Natolia. For this purpose they should endeavour to procure a passage from Bengal, Madras, or Bombay, direct to Buffora. The trade between India and this place is so inconsiderable, that though the Company's cruizers occasionally sail thither with packets from Bombay, the finding a passage is extremely precarious; it would therefore be adviseable to freight a vessel (which might be sold with advantage at the conclusion of the voyage) with rice, or such other merchandize as would answer well at Buffora, in preference to the risk and delay of embarking on board the Arab dingies, or dows, for Muscat. The navigation of the

Persian Gulf, and the mouth of the Euphrates, though not so dangerous as that of the Red Sea, is, however difficult and tedious, from the prevalency of the north-west winds, which blow here nine months in the year. The most favourable months in the year are, December, January, and February; and it may be performed by vessels which go direct to Bassora in less than one month: but those that touch at Muscat and Bouthier are usually forty days on their passage.

At Bassora you will purchase provisions for seven or eight days; and having hired a light boat, manned by seven Arabs, you will easily reach Hilla in that time. I was myself sixteen days in performing this part of the journey, owing to the largeness of my boat, which being laden with dates and drawing much water, was frequently aground: you will therefore be particularly cautious that the boat you engage is of a small size, and that it carries neither merchandize nor baggage; you will otherwise be subject to the most vexatious delays from custom-house officers, &c. and tempt the attacks of the Arabs, who inhabit the banks of the river. When you arrive at Hilla, by means of a
letter

letter from the English Resident at Buffora to the Governor, you will obtain horses to carry you to Bagdad, fifty miles distant, where you will be easily conveyed in one day, if you are tolerably well mounted, or change your horse on the road.

At Bagdad I would rid myself of all superfluous baggage, reserving only the articles mentioned in the following list; those which are not in immediate use should be put up in a Turkish leathern bag, made like a common tobacco-pouch, which is more easily filled, and more conveniently fastened to the saddle than a portmanteau; it is also frequently found useful as a pillow. This bag you may purchase at Bagdad.

LIST OF NECESSARIES.

A short Turkish jacket and waistcoat: the long garments of the Turks are heavy and uncomfortable in travelling.

Turkish trowsers; but made considerably narrower than is usual, and worn over a pair of flannel drawers, as it is very important to health to keep the body warm.

A thick boat cloak, lined with flannel: the baize usually made use of for this purpose

pose is improper, because the Turks do not like to see Christians in garments of either red or green, which were the favourite colours of Mahomet.

Six shirts.

Two or three pair of stockings.

One pair of breeches, one waistcoat, one coat of thin cloth.

One pair of shoes and buckles.

One thick flannel waistcoat to wear when you pass the mountains.

A small quantity of tea, sugar and coffee.

A japan mug to drink out of, to be carried in the pocket.

A small tin tea pot.

A small tin boiler with a moveable handle, for the purpose of warming water for tea, or making coffee.

Two sashes, one to be tied round the body, the other to be used occasionally to protect the head and neck from the sun, or cold winds.

A Turkish cap.

A pair of plain holster pistols.

A pair of small ditto, to be carried in the breast.

A broad sword.

A Turkish

A Turkish saddle and bridle, because English articles of that kind excite a troublesome curiosity in the people, who, at the same time, are ignorant of the manner of putting them on.

A pair of Turkish boots.

Should you find it inconvenient to carry with you all the articles named in the list, you may easily leave those out which are the least essential; and indeed the less risk you incur during the whole journey, for all the accidents I have heard of in this country have arisen from the temptation held out to the Arabs, by the appearance of much baggage, or merchandize.

It will be prudent to have all your agreements with boatmen, Tartars, &c. explicitly written, in order that you may not be liable to demands for presents, custom-house duties, or any other incidental charges, and on the journey to appear neither rich nor poor, that you may equally avoid extortion and contempt*. I cannot sufficiently dwell on the

* If you once comply with the importunities of those who may solicit presents from you, the fame of your liberality will travel before you to Constantinople; and unless

the necessity of opposing any attempts of the Tartar to take merchandize under his charge to Constantinople; for should this be the case, you will be frequently detained for want of a sufficient number of horses to carry it; and it will be sometimes necessary to wait till guards can be collected to convey you through certain dangerous passes.

A servant may be procured at Bussora or Bagdad, who can speak French or Italian, and will interpret for you on the road; and with no greater incumbrance than the list of necessary articles I have just given, you will reach Constantinople in twelve or sixteen days.

The conacs, where the Tartars put up, are a kind of inns, or post houses. On your arrival at them you are supplied with a mattresses and pillow, but no covering, which

unless you are content to be incessantly teased, you will be put to great additional expence. It would not be prudent to attempt so long a journey without a small sum of money in Venetian sequins, which, on account of their being very portable and current in every country on the route from India to England, are to be preferred to any other coin: nothing, however, but necessity should compel the traveller to shew that he has cash about him.

shews

shews the necessity of the cloak I have inserted in the list of necessaries for the journey : while you are on horseback, it should be placed on the saddle under you to answer the purpose of a cushion, on which the Tartars frequently ride to prevent being galled *.

I hope it will not be thought trifling to recommend the frequent use of ablutions, either with cold or warm water, as a preservative from the fretting of the skin, which in so long a journey would be productive of infinite pain and trouble.

In almost every town in Turkey there are warm baths, which are a great luxury and refreshment to the weary traveller : but I would advise you to use them with caution ; because experiments on the constitution are dangerous in a country where in case of

* Horses are maintained on every road in Turkey at the expence of Government, to carry the Tartars who are charged with public dispatches, and such travellers as are supplied with passes and other necessary documents by the Pacha of the place from whence they set out. These were the horses we rode from Bagdad to Constantinople.

sickness, neither advice nor attendance are to be procured.

The expences from Bagdad to Constantinople for horses, provision on the road, and including all incidental expences for a party of three or four, may be agreed on for 1200 piaftres, and which is by far the best way, in order to avoid imposition, as has been already observed."

As good water, coffee, and bread, are to a traveller articles of the first necessity, I have subjoined different modes, by which they all may be considerably improved.

Of filtering Water by Ascension.

Make two wells, from five to ten feet, or any depth, at a small distance, which have a communication at bottom. The separation must be of clay well beaten, or of other substances impervious to water. The two wells are then filled with sand and gravel. The opening of that into which the water to be filtered is to run, must be somewhat higher than that into which the water is to ascend, and this must not have sand quite up to its brim, that there may be room for the filtered water ;

water; or it may, by a spout, run into a vessel placed for that purpose. The greater the difference is between the height of the two wells, the faster the water will filter, but the less it is the better, provided a sufficient quantity of water be supplied by it. This may be practised in a cask, tub, jar, or other vessel. The water may be conveyed to the bottom by a pipe, the lower end having a sponge in it, or the pipe may be filled with coarse sand.

Turkish Manner of making Coffee.

Coffee to be good must either be ground to an almost impalpable powder, or it must be pounded as the Turks do, in an iron mortar, with a heavy pestle. The Turks first put the coffee dry into the coffee pot, and set it over a very slow fire, or embers, till it is warm, and sends forth a fragrant smell, shaking it often; then from another pot they pour on it boiling water (or rather water in which the grounds of the last made coffee had been boiled, and set to become clear; they then hold it a little longer over the fire, till there is on its top a white froth like cream, but it must not boil, but only rise gently;

gently ; it is then poured backwards and forwards two or three times from one pot into another, and it soon becomes clear. Some put in a spoonful of cold water to make it clear sooner, or lay a cloth dipt in cold water on the top of the pot. Coffee should be roasted in an open earthen or iron pan, and the slower it is roasted the better. As often as it crackles it must be taken off the fire. The Turks often roast it in a baker's oven while it is heating.

To make Yeast in the Turkish Manner.

Take a small tea-cup full, or wine glass full of split or bruised pease, pour on it a pint of boiling water, and set the whole in a vessel all night on the hearth, or any other warm place ; the water will have a froth next morning, and will be good yeast. The above quantity will make as much bread as two quatern loaves.—“ *Eton's Survey of the Turkish Empire.*”

APPENDIX (P). Page 133.

GERMANY.

The price of posting in Germany is well regulated : you pay one florin per post for each horse, except in the states of the Emperor, where you only pay three-fourths of a florin.

HOLLAND.

You may go post as far as Breda ; there, having no post-horses, you must have recourse to job-horses. Thirty-six florins from Breda to Gorcum for seven horses has been usually given, and three and a half florins per horse from Gorcum to Utrecht ; and the rest in proportion. In Holland you travel much by water.

FRANCE.

For each post or saddle-horse you pay twenty-five sols ; and in the States of Flanders the posting is the same.

ITALY.

ITALY.

There are two methods of posting in Italy : the one is called *cambiatura*, but which is dearer in Lombardy, Piemont, the Milanese, and Venetian States, than in any other part of Italy. In these states they allow travellers to take post-horses at a less price than is fixed by the ordinary post, but with some restrictions, such as not obliging the postillions to gallop his horses, nor to travel after sunset, without paying the full price of posting; and that is what they call travelling in *cambiatura*, which may be easily accomplished in quitting the capital of these States ; but if you require it on entering the country, it is better to procure that permission before-hand, which may be obtained by application from a banker at any of the towns you quit. The other method is by the ordinary post.

PIEMONTE.

They formerly travelled in *cambiatura* in Piemont, but it is now abolished, and the price of posting reduced to the following rates :

For

For a four-wheeled chaise with three horses, six livres.

For a four-wheeled chaise with four horses, eight livres.

For two chaise horses, four livres ten sols.

For a saddle horse, two livres.

A coach to carry four persons must have four horses, for which you pay nine livres, and so on in proportion for six horses or more. For the postillion you give thirty sols.

GENOA.

For two chaise horses, nine livres of Genoa - - per post.

For one saddle horse, three livres of Genoa - - do.

TUSCANY.

For two chaise horses, eight paoli per post.

For a saddle horse, three paoli - do.

ECCLESIASTICAL STATES.

The same as Tuscany.

NEAPOLI-

NEAPOLITAN STATES.

Two chaise horses, eleven carlini per post.
A saddle horse, five and a half ditto.

VENETIAN STATES.

You may always procure the permit for travelling in cambiatura, by writing to Venice from the city you are about to quit, and then you pay but five and a half livres for a horse, whether chaise or saddle horse.

THE MILANESE.

For two chaise horses, eight livres, twelve sols and a half, or
a half sequin - per post.
A saddle horse, four livres - do.

There was formerly the cambiatura, but that has been suppressed, and the price of posting reduced.

GENEVA AND SWITZERLAND.

There is no posting in Switzerland: you hire job horses, and make the best bargain you can with the coach master. For travelling

ling from Geneva to Basle, with fix coach horses and a saddle horse, the price is fifteen louis, eight louis to Berne, and seven to Basle.

SAVOY.

It is feldom you avail yourself of posting in Savoy, the state of the roads not permitting you to travel faster than with carriage horses, except with light two-wheeled carriages: you agree with the coachmaster for which ever is most convenient.

APPENDIX (Q). Page 133.

In forming the following arrangements, I feel a particular satisfaction in acknowledging the obligations I am under to a gentleman high in estimation in the mercantile world. The able assistance which I have received from that gentleman, who is in the constant habit of foreign circulation, has considerably tended to simplify the relative value of monies, and to render the intricacies of exchange easily to be comprehended. Circumstances extremely necessary, not only for the information of travellers, but of individuals of every description.

Accounts and Monies in Europe and in Asia.

Before I proceed to the description of either of the above heads, it is necessary to correct an error which most of my countrymen are apt to fall into; I mean that of thinking

thinking or speaking of English pounds, shillings, and pence, in the same way they do in England ; or of their guineas, crowns, half-crowns, and shillings.

As soon as you arrive on the Continent, these terms and those coins exist in no other way than as an English commodity, which will sell in a foreign town at a greater or at a less price ; the pounds, shillings, and pence, which exist in an English circular note, or in a bill of exchange upon England, are valued by the course of exchange, as it is called, or in other words, by the price of the day of English money ; thus, for example, the pound sterling in Hamburgh will sell for 35, 36, or 37 of their shillings, more or less. In France it would sell for 24, 25, or 26 of their livres in the same way ; or if you produce your guinea, it is a commodity which bears its value as gold, with a certain quantity of alloy in it, according to the price of that metal on the day ; but there is no true meaning in saying that two pounds is obtained for every fifty that is drawn upon London from Brussels, or that the banker at Venice deducted three guineas for every hundred

dred that he paid me. It may indeed with truth and propriety be said, that you gain or lose so much per cent. by the course of exchange; but before you can know that precisely, you must have a fixed standard to go by, which is called the par of exchange, and that par is not easily ascertained. On this subject I shall hereafter have occasion to treat fully.

The par being ascertained, the difference in the price of a pound of *pure gold*, for example, (I mention gold as being the general standard to which every price is referred,) would fix the gain or loss upon the exchange; the gain to one place would be loss to the other. But although the par price can only be ascertained by the way which it is my intention to explain, yet merchants and bankers have a sort of imaginary par at most places, which answers sufficiently well for a transient calculation; it is to this par then, which, in fact, is the only one in use, and constantly variable through many causes that a traveller should refer himself, and when he has found out by calculation how much more or less he has received

ceived in *the money of the country*, than he would have done by this imaginary par of exchange, then he may reduce that difference of *the money of the country* into English money if he pleases, and say I have gained or lost so many guineas per cent.

I shall endeavour to make this clearer by an example.

We will take Paris, and call the imaginary par 24 livres for a pound sterling, because at one time 24 livres tournois would purchase about as much pure gold in Paris, as one pound sterling would in London.

A traveller presents 100l. circular note when the exchange is at 30 *pence per petit ecu*, or 24 livres per £. sterling, and he receives, exclusive of charges, £2,400 tournois, by this he neither gains or loses. But on the other hand, if he presents £100 when the exchange is at 24 livres 10 sols per £. sterling,

he receives - £2450

which is a gain of livres 50

because in this instance the exchange is so much in favour of England.

We will suppose, as another example, the exchange to be against England, and that he presents £100 when the exchange is only 23 livres 10 sols per pound sterling,

In this case he will receive £2350

Which is a loss of livres 50

These 50 livres reduced by the same standard of exchange into English money, will produce about the value of two guineas, and he may then, if he pleases, say he has lost two guineas per cent. as in the first case he has gained so much.

I have only a few words more before I proceed to the explanation of accounts and monies.

Let the traveller, as I have before said, totally forget his pounds, shillings, and pence, except as an English commodity he has to sell, the price of which, that is, the course of exchange, he may generally find in principal towns in the printed gazettes. When he buys any thing, or pays his expences, let him be attentive to the money of the country he is in, always keeping his accounts in that money, otherwise he will be perpetually bewildered

bewildered; and let him never fail to count any little money he has left upon entering a new country, and consider it, as before stated, as a commodity he has to sell in a new place.

The Par of Exchange.

The par of exchange is that quantity of money of one country, which is equal to a certain quantity of money of another country, the par being regulated from the coins of each respective place, so as by paying in one place a certain quantity of gold and silver, the like quantity of equal weight and fineness shall be receivable in another. Authors draw a par from silver only, whereas payments are made in some places in gold, and in others in silver, and sometimes in both, being equally current; now the par of silver differing from gold, according to their proportionate value, not only in one place, but also in another (as scarcely in two places gold and silver bear the same exact proportion to each other); therefore the pars that will hereafter be pointed out, are from the custom and speculation of merchants, which

in fact is the only true par; for example, the par drawn from silver, between London and Paris is 29 dwts. 129 gr. from gold $31\frac{1}{8}$ th, but by merchants it is accounted 30 dwts. $\frac{7}{8}$ ths. This is obviously nearest the truth. Suppose a person in London wants to remit 100l. to Paris, it but rarely happens that he pays 100l. in silver for a bill for that sum, which if he does, that bill should be also paid in silver of equal standard in Paris to make the par from silver only just; and the same may be said of gold; a bill is only the medium to prevent the risque and trouble of transporting gold and silver from one place to another; for suppose a person should send from London 100lb. weight of silver to Paris, as in England it bears the proportion to gold of about $15\frac{1}{4}$ to 1, this silver would purchase or exchange for only as much gold, as if brought to London, would produce $96\frac{4}{11}$ equal weight of silver, instead of 100lb. weight, which it should have produced to be upon par or equality, the proportion between silver and gold at Paris being about $14\frac{3}{4}$ to 1. The method of finding the par between gold and silver coins of any two places is by knowing the standard weight

weight of each piece, and the amount they pass for respectively at the time (as the value of coins are continually altering by edicts, laws, &c.) Sir Isaac Newton, by order of Government, made an assay of most of the gold and silver coins of Europe reduced to their standard weight and value, from whence we know that the Dutch ducat weighs 2dwts. 9grs. 3 mites standard weight, and passes in Holland for 5 guilders 5 stivers current, and as the English guinea weighs 5 dwts. 9 grs. 4382 parts, consequently by stating the question in the following manner, the par of gold between Holland and England is found, viz. if 5 dwts. 9 grs. 4382 parts, are equal to 1l. 1s. sterling, what is 2dwts. 9 grs. 3 mites equal to. Answer, 9s. $3\frac{1}{5}$ d; then say,

If 9s. $3\frac{1}{5}$ d. sterling = to 210 grootes, that is, 5 guilders 5 stivers current, what is 1l. sterling equal to? Answer, 453 grootes; therefore, if we allow the agio of $4\frac{1}{2}$ per cent. to reduce it into banco money, the par will be from gold 36 schs. and $1\frac{1}{2}$ grootes banco ($433\frac{1}{2}$ grootes banco for 1l. sterling.)

Price of Exchange.

In the exchange between two places one gives the fluctuating sum in their monies for the certain or fixed sum in the monies of the other ; for example, London on Amsterdam, *Receives* 34 schs. 9 grs. banco for 1l. sterling, that is, Amsterdam gives the fluctuation, being so many schillings, &c. Flemish, more or less, according to circumstances, for the certain or fixed 1l. sterling, on which the negotiation is always made ; again, London on Leghorn *Gives* 50 $\frac{1}{4}$ pence for 1 dollar ; here London gives the fluctuation of so many pence, more or less, for the certain or fixed 1 dollar of Leghorn ; and on the contrary, in Leghorn a dollar is given for so many pence to be received in London ; hence the price of exchange rises and falls according to the amount of the several sums which persons want to draw for or to remit, and many other causes that occasion a greater or less demand for bills. The price of exchange, which is the fluctuating sum, from the causes already given, very often differs from the par of exchange, in as much that
exchange

exchange is feldom if ever at par. between two places, except where the balance of trade and negotiation is exactly equal in both.

Monies of Exchange.

The money used in exchanges are generally imaginary, and in many places differ from the money in which accounts are kept, and sometimes one place exchanges with two or three others in different denominations of money of exchange: for example, Hambro' exchanges with Dantzick in rix dollars, and with London in schillings and grootes; that is, the negotiations between Hambro' and those places are made in rix dollars and schillings, &c. but the bills are drawn in marcs and fols, Lubs banco. Therefore to reduce either into marcs, &c. regard must be had to the proportion that one denomination bears to the other in the same place. It is also to be observed, that in some places, such as in Milan, Augsbourg, &c. money current and money of exchange differ greatly in value, as also in Amsterdam, Hambro', Venice, and Genoa. Bank money differs from

from current money, so that in performing the calculations regard must be always had to such differences.

Monies of Account.

The monies which accounts are kept in the following places, viz.

In Amsterdam, in guilders, stivers, and penings.

Antwerp, in florins, patars; and penins.

Cadiz and Madrid, in rials and marvedeis.

Copenhagen, in dollars, marcs, and schillings Danish.

Dantzic, in guilders or florins gros, and penins.

Genoa, in liras, foldi, and denari.

Geneva, in livres, sols, and deniers.

Hambro', in marcs and sols, Lub.

London, in pounds, shillings, and pence.

Leghorn, in dollars, foldi, and denari.

Lisbon, in millreas.

Milan, in liras, foldi, and denari.

Naples, in ducats and grains.

Paris, in livres, sols, and deniers.

Palermo

Palermo, in ounces, tarins, and grains.

Petersburgh, in rubles and copecks.

Stockholm, in copper dollars, and ontz or silver dollars.

Turin, in liras, foldi, and denari.

Venice, in ducats, grossi, and marchetti.

Vienna, in florins and creutzers.

And in all other places in the same as monies of exchange.

N. B. When bills are drawn, the amount of sales, invoices, &c. being furnished in monies of account are first reduced (where there is a difference) into monies of exchange; for example, in Holland invoices are furnished and accounts kept in money current, but bills are always paid in banco or bank money, to reduce the one into the other (which shews the reduction of any other place) is as follows, viz.

To reduce $\text{fl.}1734. 15.$ current into banco.

Agio $4\frac{1}{2}$ per cent. Say if $104\frac{1}{2} = \text{fl } 100$ banco.

What is $\text{fl.}1734. 15.$ Answer $1660.15.$

To reduce $\text{fl.}1660. 15.$ banco into current.

Agio $4\frac{1}{2}$ per cent. add the agio $4\frac{1}{2}$ per cent. to the given sum. Answer $\text{fl.}1734. 15.$

Explanation

Explanation of Marks and Abbreviations, &c.

G. signifies gives, for example: Amsterdam on London gives 34 schs. 3 grs. banco. (Read where the § points more or less.) That is, Amsterdam Gives 34 schs. 3 grs. more or less of their money for 1l. sterling; and, on the contrary, R. signifies receives; London receives of Amsterdam so much of their money, &c. M. Multiply. D. Divide. = Equal to.

English and Foreign Monies, &c.

Forty-four guineas and a half weigh one pound of gold, of which eleven parts are pure gold, and one alloy.

A guinea contains 118 grains, and 651 decimals of pure gold, without alloy.

But a louis d'or contains only 113 grains 27 decimals English of pure gold, without alloy.

The French grains are to the English as 121, 78 decimals to 100. A crown English contains 429 grains 68 decimals pure silver, without

without alloy. The standard of the silver money of France is of 261 grains of pure silver to 27 of alloy, and that of plate of 274 pure to 14 of alloy ; but the standard of the English money is the same as plate. This manner of judging of the rate of monies is assuredly the most exact ; and I wish I was able to give the same with respect to other countries, but it has not been always in my power to meet with assays made with sufficient precision ; nevertheless, we must not omit the state of the current coin.

The pound sterling is worth about 25 livres French, more or less, according to the exchange. A guinea that is weight is paid in 24 livres 12 sols, or thereabouts, by those who buy them to melt down. A shilling is worth 25 sols. The French livre tournois is worth ten-pence halfpenny sterling. The louis d'or is not worth quite a guinea. The bankers and innkeepers of Calais willingly give their louis for guineas, but at Dover they never change their guineas for louis without requiring a compensation.

TURIN.

The pound sterling is worth intrinsically 20 livres of Piemont, but it is seldom the exchange is not against London, in which case you only receive 19 livres 5 fols, or 19 livres 10 fols for £1 sterling.

The louis d'or is worth 20 livres 5 fols. The sequin of Florence is worth 9 livres 10 fols. The gold pistole of Piemont is 24 livres, and of silver they have pieces of 6, of 3, and 1 livre 10 fols.

GENOA.

The pound sterling is worth 28 livres of Genoa. The sequin of Florence is worth 13 livres 10 fols of Genoa. The louis-d'or of France is worth 29 livres 4 fols Genoa. A piaſtre, or Spanish dollar, paſſes for 6 livres 10 fols.

PARMA.

The livre of Parma is worth 5 barocchi or fols. A paoli is worth rather less than sixpence English, 12 fols of France. The
sequin

sequin of Florence is worth 20 paoli at Parma, or 44 livres of Parma. The louis-d'or of France passes for 97 livres of Parma, which makes it adviseable to carry louis of Parma to change them into Roman sequins.

MODENA.

The livre of Modena is worth 6 baiocchi or fols.

A paoli is worth 10 baiocchi of Rome. A Roman crown is worth 10 paoli. A Roman sequin is worth 19 paoli and a half. A sequin of Florence is worth 20 paoli. It is necessary to pay attention to the value of the sequins of Rome, Florence, and Venice, in the cities where they are current, in order to supply yourself with that money that has the most advantageous exchange.

BOLOGNA.

The livre of Bologna is 2 paoli. The Roman sequin is worth 20 and a half paoli. That of Florence only 20.

FLORENCE.

The livre of Florence is worth a paoli and a half.

The sequin of Florence is worth 20 paoli. The Roman sequin worth 19 paoli and a half, according to the current exchange.

ROME.

The Roman crown is worth 10 paoli. The paoli 10 baiocchi. The Roman sequin is worth 20 paoli and a half.

The sequin of Florence is worth, at the exchange, 20 paoli and three quarters, but is current for only 20 and a half paoli. The sequin of Venice 20 paoli; the onza of Naples 24 paoli. There is no exchange at Rome, but with Paris and Amsterdam. The louis-d'or there passes for 45 paoli, sometimes 44. Accounts are kept at Rome in feudi (crowns) and baiocchi.

NAPLES.

A carlino is 10 grani or fourpence half-penny English, a grano is rather less than a halfpenny. An onza is worth 30 carlini of Naples, or 25 paoli of Rome. Three ducats Naples. Seven onze are nearly four pound sterling. Six carlini of Naples are worth 5 Roman paoli. Four and a half carlini

carlini make one shilling and eightpence. Five onze are worth 6 sequins. A silver ducat is 10 carlini; three shillings and ninepence English. A Roman crown is current for 12 carlini. A sequin is worth 25 and a half carlini. A pound sterling is worth 52 carlini, or 2 sequins and 2 carlini.

VENICE.

The Roman sequin is worth 25 livres of Venice; that of Florence 21 and a half. The sequin of Venice is worth 22 livres of Venice. A filippo is 11 livres 1 denri sequin. A silver ducat is eight livres.

MILAN.

There are two rates of accounts at Milan: one they call the money of the bank, which is used for notes and bills of exchange; the other is called the base currency, which is the money assigned to transactions of all denominations. All the specie current at Milan is worth more or less, according to those two modes of accounts. Thirty livres bank money is worth 32 livres of base currency. The sequin of Florence is worth 14 livres 10 sols

B b 2

bank

bank money, and 17 livres 10 sols base currency. The sequin of Venice the same. The Roman sequin is worth 14 livres 4 sols bank money, and 20 livres 10 sols base currency; sometimes 21 livres. The gold pistole of Milan is worth 45 livres of Milan.

GENEVA.

A gold pistole is worth 10 livres of Geneva. A livre of Geneva is equal to two pieces of 10 sols. There is no piece of money of 1 livre. The French crown of 6 livres is equal to 3 livres 12 and a half sols Geneva.

A French livre is 12 sols current money of Geneva. A louis-d'or passes for 14 livres 10 and a half sols of Geneva. The exchange between Geneva and London is from 52 and a half to 56 pence English for three current livres of Geneva.

SWITZERLAND.

Accounts are there kept in livres or francs. A livre is 10 batz, or 30 sols of France. The gold ducat of Berne is worth
72 batz,

72 batz, or 10 livres 16 sols of France. The French crown of 6 livres is worth 4 livres of Berne. Seven batz and a half are 22 and a half sols French. One batz 3 sols, 20 batz a crown.

GERMANY.

All the Princes of the Empire who coin money are obliged to conform to the value and title of the specie that is established by the Diet. To make it current in the Empire they keep their accounts in rix dollars, florins, and creutzers. The rix dollars of Vienna is 1 florin and a half. The florin is 60 creutzers. The creutzer is 4 pfennigs 3 creutzers make a groat. This mode of account is used in all the states of the House of Austria, Bohemia, Suabia, Franconia, along the Rhine and Danube; but they reckon differently at Dresden and Berlin, of which we shall treat separately. The old louis-d'or is the best sort of money to travel with in Germany. It is current for 11 florins as far as Augsbourg, but in the states of the House of Austria it only passes for 9 florins. In the Austrian countries the gold coin is in sovereigns. Demi sovereigns of 12 florins and 40

creutzers and 6 florins 20 creutzers. The ducat of Holland is worth 4 florins 14 creutzers. The ducats of Cremnitz, Florence, and Venice, are worth 4 florins 14 creutzers, but the ducat Imperial, and those of Bavaria and Saltzburg are worth 4 florins 16 creutzers.

DRESDEN.

The ducat of Saxony is worth two crowns 20 drachms, or 4 florins one quarter. The ducat of Cremnitz, the sequins of Holland and Florence, have the same currency. The florin is divided into 16 drachms.

BERLIN.

The ducats of Holland, Saxony, &c. are worth three crowns. The crown worth 24 drachms; the florin 16 drachms; the drachm 12 pennings. The louis-d'or is worth five crowns.

BRUNSWICK AND HANOVER.

The Austrian ducats of the Empire; of Holland, are worth two crowns 16 drachms,
the

the crown 24 drachms, the florin 16 drachms.

COLOGNE.

A ring ducat of Holland is worth 5 and a quarter florins, or 3 and a half rix dollars. The ducat of the Empire 3 and one third rix dollars. A crown French 1 and eight-ninths rix dollar, the caroline or louis-d'or of France is worth 7 and five-ninths rix dollars. The foreign of Austria is worth 10 rix dollars. The florin is 39 stuivers or fols.

HOLLAND.

The ducat of Holland is worth 5 florins 5 fols. A florin is 20 fols, and worth about 1s. 8d. English. There are silver pieces of one florin, others of 28 fols, of 6, and of 5 fols and half, and pieces of gold from 7 to 14 florins.

BRABANT.

The ducat of Holland is worth 6 florins, or 17 fchs. and 1 fol. The florin is worth

B b 4

20 fols

20 fols, the schilling 7 fols, the plaquet 3 and a half fols, or half schilling, the double sovereign of Austria is worth 17 florins 17 fols, the louis-d'or is worth 37 schillings, 2 fols 4 deniers, or 13 florins 1 fol 4 deniers. six louis make 13 ducats and a quarter. The crown worth 9 schillings, or three florins 3 fols,

LIEGE AND SPA.

The louis-d'or is worth 39 schillings, the guinea the same. The schilling is 10 fols of Liege, about sixpence English. Two schillings 1 florin. The double sovereign of Austria is worth 53 schillings. The best money to carry about you is louis-d'ors and guineas.

Of Monies on Exchange.

LONDON on the following places:

Amsterdam.

Hambro'.

Paris.

Madrid and Cadiz.

Lisbon

Lisbon.

Leghorn.

Genoa.

Venice.

Rome, Turin, and Leghorn.

Milan.

N. B. The usances and days of grace are as follows :

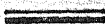
Ufance from France, Holland,

Flanders, and Germany 1 Month Date.

From Spain and Portugal 2 Do. do.

From Piedmont and all Italy 3 Do. do.

And 3 days of grace.



On AMSTERDAM.

R. § 34 S. 3 g. banco. for £1 sterling.

To reduce *fl.* 5647. 7. 8. banco.

M. by 40 grotes (1 *fl.*) D. by the price of exchange reduced into grotes by multiplying it by 12.

Answer, £549. 17. 10. sterling.

On

On HAMBRØ'.

R. § 32 S. 1 g. banco for £1 sterling.

To reduce M. L. 4524 11. 6. banco.

M. by 32 grotes ($= 1$ marc lubs) and divide by the price of exchange reduced into grotes, by multiplying it by 12.

Answer, £376. 1s. 7d. sterling.

N. B. In reducing any other money into sterling, the first remainder after division should be multiplied by 20s. ($=$ £.1 sterling) and divide as before, and the second remainder by 12 ($=$ 1s.) and also divided as before.

On PARIS, &c.

G. § 30 $\frac{1}{8}$ d. for 1 crown of £3.

To reduce £13394. 15s. tournois.

Take one third of the given sum to reduce it into crowns, then M. by the price of exchange, and divide by 12 and 20.

Answer, £574. 7s. 10d. sterling.

On

On MADRID and CADIZ, &c.

G. $\$ 39\frac{1}{2}$ pence for one piece of $\frac{8}{8}$ or dollar.

To reduce pias. 2964. 3 reals. 17. mars.

M. by the price of exchange, and D. by 12 and by 20.

Answer, £487 17s. 11d. sterling.

On LISBON.

G. 66d. $\$$ for 1 millrea.

To reduce 853,030 reas.

M. by the price of exchange, and divide by 240,000, being 1000 reas (= to 1 milrea).

Multiplied by 240 pens.

Answer, £234. 11s. 7d. sterling.

On LEGHORN.

G. $\$ 50\frac{1}{4}$ d. for 1 dollar of exchange.

To reduce pias. 1876 12. 6.

M. by the price of exchange, and divide by 12 and by 20.

Answer, £392. 18s. 4d. sterling.

On

On GENOA.

G. $49\frac{1}{2}$. s pence for 1 dollar out of bank.

To reduce 1197 drs. 15s. out of bank.

M. by the price of exchange, and D. by 12 and 20.

Answer, £247. os. 8d. sterling.

On VENICE.

G. s 51 d. for 1 ducat banco.

To reduce 4768 duc. 22 gr. 1 m. banco.

M. by the price of exchange, and D. by 12 and by 20.

Answer, £1013. 7s. 11d. sterling.

On ROME and TURIN.

Has no established exchange, but bills are negotiated through Leghorn.

With Rome about 56 pence per crown for money, and to Turin about $12\frac{1}{2}$ d. per lira.

On

On MILAN.

Has no established exchange, but bills are negotiated through Leghorn, about $8\frac{1}{2}d.$
 = 1 lira current.

And on the following places, viz.

$22\frac{3}{4}d.$	about 1 R.	of exchange of Antwerp.
28	—	1 <i>f.</i> - - - - Vienna.
30	—	1 <i>f.</i> - - - - Nuremberg.
$25\frac{3}{4}$	—	1 <i>f.</i> - - - - Franckfort
$41\frac{3}{4}$	—	1 R - - - - Berlin.
$51\frac{3}{4}$	—	1 R. - - - - Copenhagen
$32\frac{3}{4}$	—	1 R. - - - - Dantzick.
45	—	1 ducat - - - - Naples.
$140\frac{1}{2}$	—	1 ounce - - - - Palermo.
$52\frac{1}{8}$	—	1 crown. of £3. Geneva.

ROAD

From LONDON *to* LEGHORN, *by Way of*
HAMBRO'.

From Hambro' to						Page
Hanover and Brunswick	-	-	-	-	-	385
Cassel	-	-	-	-	-	387
Frankfort	-	-	-	-	-	Ib.
Mannheim	-	-	-	-	-	Ib.
Carlsruhe	-	-	-	-	-	Ib.
Basse and Fribourg	-	-	-	-	-	389
Berne	-	-	-	-	-	391
Lausanne	-	-	-	-	-	Ib.
Geneva	-	-	-	-	-	393
Chamberry	-	-	-	-	-	396
Turin	-	-	-	-	-	397
Genoa	-	-	-	-	-	399
Pisa and Leghorn	-	-	-	-	-	402

HAMBRO'.

HAMBRO'.

Accounts are kept in Marcs and Sols Lub.

The Rix Dollar	=	48 Sols Lubs	or	96 Gr.
Dollar -	=	32 do.	or	64 do.
Marc Lub	=	16 do.	or	32 do.
Pound Flem.	=	20 Schillings	or	120 S. Lübs.
Schilling	=			12 Grotes.
Grote	=			$\frac{1}{2}$ Sol Lub.

N. B. Bank Money is 16 per Cent. better than Current Money, with a Sur-Agio from 6 a 12 per Cent.

Current Money is that specie so called, which is coined in the City of Hambro' for its own particular use, and is as follows :

GOLD.

- 1 Portugaise weighing 10 Ducats, of which the new ones are worth about 75 Marcs Current Money, and the old ones some Marcs less, according to wear.
- 1 Ducat worth 7 Marcs Current Money, more or less.
- 1 Double Ducat 14 do. do.

SILVER.

- 1 Rix Dollar, old coinage, worth 3 Marcs 11 Sols Current Money, more or less.
- 1 Dollar—worth 2 Marcs or 32 Sols Lubs Current.
- 1 Marc —worth 16 Sols Lubs Current.
- Pieces of 8, of 4, of 2, of 1 Sol, of $\frac{1}{2}$, of $\frac{1}{4}$, Sols Lubs.
32 Schil-

32 Schillings and 10 Grotes Bco. of Hambro', being computed near the value of 1l. Sterling, and the Course there on London in December 1798, being 35s. 10d. a 36s. leaves a profit of 6 to 8½ per Cent.

	£. 20	Sterling a	36
32	432		12
Bco. 270	40		432
	60		
Marc Lubs	80		
	86.4.0		
	224		
	000.0		
Bco. M.	270		
Agio -	- 18 per Ct.		
	2160		
	270		
48 60		45 Single Gold Du-	
20		cats, a 7 Marcs	
	270	Current each	315
12 00	48 12	1 Silver Dollar	2
		Small Money	- 1 12
Current Marc Lubs	318 12	Paid in Ct. M.	318 12

Travellers going from hence into Germany, will find it profitable to provide themselves with

Gold Frederics, and Ecus de Six Livres.

15 Marcs Lubs Bco. for L. Sterling, near the Par.

17 Marcs and 6 Sols Current, for 1 Guinea.

HANOVER *and* BRUNSWICK.

At these two Places they reckon by the

Thaler	=	worth 36 Marien Groschen.
1 Marien	=	worth 8 Pfenings Curt. Money.

The real Coins that have Courfe at HANOVER, are,

GOLD.

The George	=	of $4\frac{2}{3}$ Thalers.
Ducat	=	of $2\frac{2}{3}$ do.
Goldgulden	=	of 2 do.

The double Florins, the $\frac{1}{2}$ and $\frac{1}{4}$ Florins, are worth in proportion to those rates.

SILVER.

The Reichsthaler	=	worth 48 Marien Groschen.
Pieces of $\frac{2}{3}$	=	worth 24 do.

The Halves and Quarters of these Pieces are worth in proportion.

Small Money of 3, of 2, of $1\frac{1}{2}$, and 1 Marien Groschen, besides many Foreign Gold and Silver Coins valued there.

The real Coins that have Course at BRUNSWICK, are,

GOLD.

The Carl = worth 5 Thalers.
 The Double and the Half Carls in proportion.
 The Ducat = worth $2\frac{3}{4}$ Thalers.

SILVER.

The Reichsthaler = 48 Marien Grosche.
 Current Thaler = 36 do.
 Gulden, or Piece of $\frac{2}{3}$ worth 24 do.
 The $\frac{1}{2}$ and the $\frac{1}{4}$ of Florins in proportion.

Small Money Pieces of 3, of $1\frac{1}{2}$ Marien Grosche, of 2 and of $\frac{1}{2}$ Gute Grosche, of 6 and of 4 Pfenings.

The £. 1 Sterl. is worth $5\frac{3}{4}$ Rix Dol. more or less.

£. 60 Sterl. paid at 6 Rix Dol. produced Rix Dol. 360, which at $5\frac{3}{4}$ Rix Dol. for a Louis d'or Neuf, produced 62 $\frac{2}{3}$ Louis d'or, besides many Foreign Gold and Silver Coins valued there.

CASELL, FRANCKFORT *on the Meyn,* MANNHEIM, *and* CARLSRUHE.

The Franckfort Exchange serves for all these places.
The Par is computed at about 139 Batz. per £. Sterling.

MONIES OF EXCHANGE.

The Rix Dollar	=	90 Creutzers,	or $22\frac{1}{2}$ Batz.
Florin	=	60 do.	or 15 do.
Batz	=	4 do.	
Creutzer	=	4 Pfenings,	or 8 Hellers.

The real Coins, as well as their Value, is as follows:

GOLD.

The Ducat = 2 Thalers and 70 Creutzers Curt.

SILVER.

The Constitution Reichsdale = worth 2 Fl. 13 Kreutzers

The Convention do. = 2 Florins.

Florin or Gulden = 60 Kreutzers.

The Halves and Quarters of all those Monies in proportion.

£. 20 Sterling paid at Franckfort, a 142 Batz per L.
Sterling, produced Rix Dol. 126. 20 Kreuts.

	L. 20	
	142 Batz.	
	<hr/>	
	40	
	80	
90 Kreuts per Rx. D.	20	
	<hr/>	
Rx. D. 126. 20 Kreuts.	2840	
	4	
	<hr/>	
	11360	
	236	
	560	
	20	
Paid in		
94 Convention Reichstale, a 120 Krts. each	11280 Krts.	
1 Florin - - - - -	60	
Small Money - - - - -	20	
	<hr/>	
	4	11360 Krts.
	<hr/>	33
Batz. 2840		16 0

BASLE, ZURICH, *and* FRIBOURG.

At BASLE the Monies of Exchange are the same as
ZURICH.

The Florin = 60 Creutzers.
Creutzer = 18 Hellers, or 4 Phenings.

N. B. In Money Current, the Louis d'or is 7 Florins
42 Creutzers, more or less in Money of Exchange ;
7 Florins fixed and the Crown 108 Creutzers.

The real Coins are,

GOLD.

The Ducat, which being of equal weight with the $\frac{1}{2}$ Pif-
tole, is worth - - - 4 Flors 15 Creut.
And when it is of the required weight 4 do. 18 do.

SILVER.

The Crown or Thaler = worth 2 Florins, of which
the $\frac{1}{2}$ and the $\frac{1}{4}$ in proportion.

The Batz = $2\frac{1}{2}$ Escalins, or $3\frac{3}{4}$ Creutzers.

Pieces of 1 Escalin, or Schilling of $\frac{1}{2}$, of $\frac{1}{4}$ Escalins, to
12, 6, and 3 Hellers.

Pieces of 2 Hellers.

L. 30 Sterling paid at Zurich

a fl. $9\frac{3}{4}$ per *L* Sterling. fl. 281. 15.

$\begin{array}{r} 270 \\ 11\frac{1}{4} \\ \hline \end{array}$	$\begin{array}{r} 15 \\ \hline 7\frac{1}{2} \\ 3\frac{3}{4} \\ \hline 11\frac{1}{4} \end{array}$
fl. 281 $\frac{1}{4}$	

Paid in

112 Ecus Neufs, a fl. 2. 30 Creutz per Ecu fl. 280.

Small Money, $\begin{array}{r} 1 \quad 15 \\ \hline \end{array}$
 fl. 281 15

BERNE *and* LAUSANNE.

Accounts are kept here in Livres of 20 Sols, and the
Sol 12 Deniers :

But they often reckon in Livres of 10 Batzes, and the
Batz 4 Creutzers :

And at other times in Couronnes, of 25 Batzes.

The following are the Rates and Divisions of these
Monies :

Couronne.	Livres.	Batzes.	Sols.	Creutzers.	Deniers.
1	2 $\frac{1}{2}$	25	50	100	600
	1	10	20	40	240
		1	2	4	24
			1	2	12
				1	6

The Florin-Gulden of Berne, 4 Batzes or 8 Sols.

The other real Coins, are the following :

GOLD.

The Ducat—worth *L.* 7— or 70 Batzes.

SILVER.

The Patagon—worth *L.* 3. 6s.— or 33 Batzes.

Pieces of 5 Batzes—worth 10 Sols.

Ditto of 1, of $\frac{1}{2}$ Batzes, of 1, and of $\frac{1}{2}$ Creutzers.

L. 50 Sterling paid at Berne, at

148 Batzes, per *L.* Sterling.

400
200
50

———— Batzes 7400 or *L.* 740 of Berne,

Were paid in 35 Louis d'or Neufs,

a 16
———— *L.* 560

Agio of said Louis, a 3 Sols, 5 5

42 Ecus Neufs, a 4 168

Small Money, - 6 15

———— *L.* 740

L. 30 Sterling, paid at Livs, 15 of Berne,

15 per *L.* Sterling.

150
30

Or 20 Louis Neufs, a 16 *L.* 320

32½ Ecus Neufs, a 4 130

———— *L.* 450

GENEVA.

MONIES OF EXCHANGE.

The Crown of Exchange	—	3 Livres,
Livre	—	20 Sols.
Sol	—	12 Derniers.

But Shopkeepers reckon by

1 Florin	—	12 Sols.
1 Sol—4 Quarts or 12 Deniers	Arg. de Geneva,	

The Rates of these Monies will best be seen by the following Method, viz.

Ecu.	Livres.	Florins.	Sols.	Sols of Geneva.	Quarts.	Deniers.	Deniers of Gene.
1	3	$0\frac{1}{2}$	60	126	504	720	1512
	1	$3\frac{1}{2}$	20	42	168	240	504
		1	$5\frac{5}{7}$	12	48	$68\frac{4}{7}$	144
			1	$2\frac{1}{10}$	$8\frac{2}{3}$	12	$25\frac{1}{5}$
				1	4	$5\frac{5}{7}$	12
					1	$1\frac{1}{7}$	3
						1	$2\frac{1}{10}$

2 Crowns making 21 Florins.

2 Livres ——— 7 do.

10 Sols ——— 21 Sols of Geneva.

10 Deniers ——— 21 Fenins or Deniers of Geneva.

The Guinea and the Louis Neuf of France, pass at
14 Livres 13 Sols, more or less.

The

The real Coins and their Value are,

GOLD.

The Old Pistole—11 Livres, 10 Sols, or 40 Florins,
3 Sols.

The New Geneva Pistole Coinage, 1752—10 Livres or
35 Florins of Geneva.

SILVER.

The Bajoir—*L.* 3 15 Sols. or 13 Florins, $1\frac{1}{2}$ Sol of
Geneva.

The Ecu or Patagon—*L.* 3 or 10 do. 6 Sols.

Pieces of 10 and of 5 Sols, or of 1 Florin, 9 Sols, and
 $10\frac{1}{2}$ Sols of Geneva.

Besides many Foreign Gold and Silver Coins valued
there.

L. 25 Sterling, paid at the Exchange of 1 Louis per
L. Sterling, and the Louis at *L.* 14 10s. 6d. of Geneva,
in Ct. *L.* 363 2s. 6d.

25 Louis			
2	14	10	6
<hr/>			
100	12	12s. 6d.	150
25			30
012	10		6
	12	6	
<hr/>			
<i>L.</i> 363 2 6			
<hr/>			
Ct. <i>L.</i> 363 2 6			

(395)

48 $\frac{1}{2}$
2

97

L. 25 Sterl. paid at 48 $\frac{1}{2}$ Sterling,
20 for 1 Crown of 3 Livres,

in L. 371 2 6 Court.

500
12

Crowns 123 42s. 6d. 6000
3

L. 371 2 6 12000
Court. de Geneve. 230

360
69
60

4140
260
66
12

792

CHAMBERRY,

CHAMBERRY, *see* TURIN.

The Correspondent at Geneva will inform the Travellers, what Specie they had better take with them to proceed on their Journey to Chamberry :

The Species Current in Geneva being in general use in this last mentioned Place,

TURIN.

* Throughout Piedmont, Savoy, and the other States on the Continent, belonging to the King of Sardinia, they reckon only by

The Lire or Livre	=	20 Soldi.
Soldo	=	12 Denari.
The Louis d'or is worth here 4 Ecus 16 Livres, 20 Sols Gold, or 240 Gold Deniers.		
Pistole	-	3 Ducatons 15 Livres, or 25 Florins.
Ducaton	-	5 Livres, 100 Sols, or 1200 Deniers of Piedmont.
Single Crown	-	4 Livres, 80 Sols, or 960 Deniers of Piedmont.
Golden Crown, or the $\frac{1}{2}$ Pistole,	}	$7\frac{1}{2}$ Livres, or 150 Sols of Piedmont.

The following is the Course of the real Species,

OLD AND NEW.

The New Gold Pistole, or Doppia = 24 Livres of Piedmont and above when scarce.

New Silver Crown or Scudo = 6 do.

$\frac{1}{2}$ and $\frac{1}{4}$ of these Coins in proportion.

Zecchino - = 9 15

Besides many other Foreign Gold and Silver Coins valued there.

The

The Exchange in 1795, was at L.23 15s. of Piedmont,
for L. 1 Sterling.

L. 20 English having produced

$$\begin{array}{r}
 23 \quad 15^{\frac{1}{2}} \\
 \hline
 60 \\
 40 \\
 15 \\
 \hline
 \end{array}$$

L. 475 of Piedmont.

Livres, 475 for which the Traveller chufes what
Current Specie he likes to have.

GENOA.

Books and Accounts are commonly kept in Pezzi, Soldi, and Denari; and by some, in Lires, Soldi and Denari, which are understood as follows :

1 Pezzo	is	20 Soldi.
1 Soldo	is	12 Denari.
1 Lira	is	20 Soldi.
1 Soldo	is	12 Denari.

The Exchange from Genoa to London, is in Pezzi Soldi, and Denari, at 5 Livres, or 100 Soldi Banco Money, or 5 Livres 15 Soldi, or 115 Soldi Fueradi Banco Money per Pezzo or Dollar, being worth, according to the Exchange, from $46\frac{1}{8}$ to $57\frac{1}{4}$ pence Sterling, more or less.

The Par from Genoa to London, is computed to be nearly $49\frac{1}{4}$, a 50 Sterling for a Dollar, out of Bank, (Current).

The real Coins are,

GOLD.

The Doppia	=	worth L. 23, 12 Sols out of Bank.
Scudo d'oro	=	L. 11, 16 do.
Zecchino	=	L. 13, 10 do.

SILVER.

SILVER.

Scudo D'Argento, or Genovina, of good weight	L.	9	10
Scudo, or the light Genovina,	—	9	0
Scudo di Cambio, or S. Giambatista,	—	5	0
Giorgino	—	1	6

Pieces of 10, 8, and of 5 Soldi.

Single Madonine	=	20 Soldi corrente.
Double do.	=	40 do.
Caboletto	=	6 $\frac{2}{3}$ do.

COPPER.

Pieces of 4, of 2, and of 1 Soldi ; and of 8 and 4 Denare corrente, or out of Bank.

Befides many other Foreign Gold and Silver Coins valued there.

L. 50 Sterling, a 50 $\frac{3}{4}$ Sterling for a Piafre or Dollar of L. 5 Banco, or L. 5 15, out of Bank produced
Current L. 1359 12

If 50 $\frac{3}{4}$ d. Sterl. give a Piafre, how many will L. 50 Sterl.

4		20
203		1000
		12
Dollars 236 $\frac{1}{2}$		12000
5 15 each		4
1180		48000
118		740
59		1310
2 12		92
L. 1359 12	paid in	

9 | 2 a $\frac{46}{\text{£}.29}$ Louis d'or. 2 each.

<u>414</u>		
924 12		
	Small Money	L. 1338 12
		<u>21</u>
		L. 1359 12

Being about 47 Louis d'or for L. 50 Sterling, the Exchange 1d. Sterling above Par on 237 Dollars, making 20.

N. B. The Traveller taking Louis d'or had some advantage in view, by changing them at some other place. As here, as well as at Leghorn, the price of the Louis, Zequins, and other Gold Species constantly fluctuate as quoted on their Exchange Lists, they being looked upon as a merchandize.

PISA and LEGHORN.

Books and Accounts are kept here in Piaſtres or Dollars of 8 Reals, which is the only Money of Exchange, and is divided by 20 Soldi and 12 Denari.

The Piaſtre or Dollar is worth = 6 Livres.

The Scudo d'oro = $7\frac{1}{2}$ Lire, 20

Soldi d'oro, or 240 Denari d'oro.

Scudo Corrente = otherwiſe called Ducato, Ducatone, or Piaſtre = 7 Lire, 20

Soldi di Ducato, or 240 Denari di Ducato.

The Teſſono being worth 2 Livres, is divided in the following manner.

Teſſono.	Lire.	Paoli, or Reali.	Crazie.	Soli di Lira.	Quatrini.
1	2	3	24	40	120
	1	$1\frac{1}{2}$	12	20	60
		1	8	$13\frac{1}{3}$	40
			1	$1\frac{2}{3}$	5
				1	3

The following Monies are called Moneta Buona, and Moneta Lunga, their value differing in the proportion of 24 to that of 23, which eſtabliſhes an advantage of $4\frac{8}{23}$ per Cent. on the Moneta Buona. This proportion will be beſt explained by the following detail of the real Monies of Tuſcany, which are reckoned at Leghorn in the following manner, viz.

Moneta Buona, or Moneta Lunga.

The Doppia, worth	<i>L.</i> 23		or <i>L.</i> 24
Rouponno	40		or 41 9 $\frac{3}{4}$
Zequino Gigliato	13 6	5	or 13 18
Francescono	6 13	2 $\frac{1}{2}$	or 6 19
Pezza or Livournine	5 15	2	or 6
Single Piastrina	1 8	8	or 1 10

Besides many Foreign Gold and Silver Coins valued there.

The value of 25l. Sterling, received at Leghorn, a 54 $\frac{1}{4}$ pence Sterling per Piafre of 8 Reals, was paid in Zequins 47, and L. 9 5 8 Moneta Lunga.

If $54\frac{1}{4}$ Sterling give 1 Piaſtre of Leghorn, how many
4 will L. 25 Sterl.

4		will L. 25 5
<hr/>		20
217		<hr/>
		500
Piaftres 110 12 of 8 Rs.		12
a 6 Livres of Leg. per Piaft.		<hr/>
		6000
660		4
3 12		<hr/>
		24000
Livres 663 12 at L. 13 18 Mon. Lunga		230
20	20	for a Ze-
		130
		20
13272	278	<hr/>
2152		2600
206	Zechs. 47 & L. 9 5 8 Mo-	430
	neta Lunga.	

The Zequins constantly varying in price as quoted on the Exchange Lifts at Leghorn. They being (as well as Louis d'ors and other Gold Species) looked upon as a merchandife.

Should the Traveller prefer the Route by Holland, the following observations will be useful.

AMSTERDAM.

Books and Accounts are commonly kept in Florins, Stivers, and Penningen, which are to be understood thus :

1 Florin is 20 Stivers or Stuyvers.
 1 Stuyver is 16 Penningen.
 Banco or Current Money.

The difference between Banco and Current Money, is from 2 to 5 per Cent. more or less, and is called Agio ; it very often rises and falls. The Exchange from Amsterdam to London, is in Pounds, Schillings, and Groots Flemish, which are only imaginary for Pounds Sterling.

1 Pound Flemish, or 20 Schs. or 6 Florins.
 1 Schilling is 12 Groots, or 6 Stuyvers.
 And 1 Groot Flemish, is $\frac{1}{2}$ Stuyver, or 8 Penn.
 Sometimes Bank and sometimes Current Money.

Amsterdam draws or remits on London, from 33 Schillings $3\frac{1}{2}$ Groot Flemish, to 38 Schillings Flemish more or less per Pound Sterling, as per instance, if

(405)

Sch. Gr.	L.	Fl.	St. Penn.
34 5 $\frac{1}{2}$	1	1572	10 8
12	20 Schill.	20	
	12 Pence.		
413 $\frac{1}{2}$		31450	
8	240	16	
3308		503208	
		200	
<hr/>			
120769920 36508 Pence,			

Which divided by 12 and 20, will make L. 152 2 4 per Cent.

F. 1000	o	o	at 35	4 $\frac{1}{2}$	L. 96	14	8 $\frac{1}{2}$
500	o	o			48	7	4 $\frac{1}{4}$
70	o	o			6	15	5 $\frac{1}{4}$
2	o	o			o	3	10 $\frac{1}{2}$
o	10	8			o	o	11 $\frac{1}{2}$
<hr/>					<hr/>		
F. 1572	10	8			L. 152	2	4

The Par from Amsterdam to London, is calculated at 36 Schillings Flemish, Banco per Pound Sterling.

The real Coins are,

GOLD.

The Ryder	worth	14 Florins.
Half Ryder	—	7 do.

D d 3

SILVER.

SILVER.

The Ducaton	worth	3	Florins	3	Stuyvers.
$\frac{1}{2}$ ditto	—	1	ditto	$11\frac{1}{2}$	ditto.
$\frac{1}{4}$ ditto	—	0	—	15	S. 12 Pn.
Ryks Daalder	—	50	Stuyv.	or	F. 2 10
Daalder	—	30	0	or	F. 1 10
A Piece called Achten Twentig					28 Stuyvers.
The Florin	-	worth	20		do.
Double Florin	—		40		do.
Staeten Gulden, or Florin	—		60		do.
Schelling	—		6		do.
Selfhalf	—		$5\frac{1}{2}$		do.
Dubbeltje	—		2		do.
Stuiver	—		16		Pennings.

COPPER.

The Duyt is worth 2 Pennings.

We have not comprehended the Ducat in the above statement, as its value varies, and its Currency not enforced by Government ; it is a Gold Coin, which passes without difficulty for $5\frac{1}{4}$ Florins, F. 5 5, sometimes more, but seldom less, and is worth about 9 Shillings 3 Pence British.

AT ROTTERDAM.

Books and Accounts are kept the same as at Amsterdam ; but from its commercial connexions with England,

The Guinea is there Current for F. 11 10 or F. 11 12

The Crown of 5 Shillings F. 2 16

And the Shilling 11 Stuyvers.

IN ZEALAND.

Books and Accounts are kept in the same manner as at Rotterdam. The Zeeuwfche Riks Daalder is worth 53 St. in that Province, which answers to about $51\frac{1}{2}$, a 52 Stuyvers, Holland Currency: the Ducat is there received for F. 5 7 Currency. The Exchange from Amsterdam and other Towns in Holland, profit $1\frac{1}{2}$ a 2 per Cent. upon Zealand Money, being by so much better in real value.

Supposing a person on his arrival at Amsterdam, Rotterdam, or the Hague, to be holder of a London Circular Note for L. 50 per Cent. and the Exchange at Par, or 36 Schillings Flemish, he would be entitled to receive F. 540 Banco; to which is to be added, the Agio of 1 a 5 per Cent. if above Par, but is subject to a diminution if under Par, as per example:

If L. 1	36 Schill. Flem.	L. 50
20 Schill.	12 Groots.	20
12 Pence		
<hr/>	432	<hr/> 1000
240	8 Pennings	12
	<hr/> 3456	<hr/> 12000
		<hr/> 3456
		<hr/> 41,472,000 Pgs.

Which divided by 16 and by 20, will make 540 Florins Banco.

(409)

$$24 \mid 0 \mid 41,472,00 \mid 0$$

$$24$$

$$\begin{array}{r} 174 \\ 168 \end{array}$$

$$\begin{array}{r} 67 \\ 48 \end{array}$$

$$\begin{array}{r} 192 \\ 192 \end{array}$$

00

$$16 \mid 172800$$

$$16$$

$$\begin{array}{r} 128 \\ 128 \end{array}$$

00

$$20 \mid 1080 \mid 0$$

$$540$$

Observations

Observations on Turkish and Asiatic Coins.

IT has already been observed in the course of this work, that the currency all over the Turkish dominions is very much debased, inasmuch that it contains little more than one third of pure silver. The Zurmachbub of Constantinople weighs 13 carats, the Fundulki $17 \frac{1}{2}$ do. and passes for 5 dollars. But the most current coin is piaftres, the value of which varies from twenty-pence to two shillings. This coin is current all over the Levant, and at all the places on the Euphrates and Tygris to Buffora. One piaftre makes six mamoodies. The rupee of India is also very current, and is worth five mamoodies and a half. A venitian is worth twenty-one mamoodies and a half. Four mamoodies and a half is one zelota.

It is extremely proper to remind travellers, in all paper negociations in Turkey, such as bills of exchange, &c. that a proper distinction be made between the current piaftre and the piaftre in specie, the latter being considerably better than the former, and making a difference
from

from six to ten per cent. The piaſtre in ſpecie is called rumi or monetabona in the Italian, which language is frequently uſed in bills. The current piaſtre is termed moneta corrente. Where the diſtinction is not made, the traveller may depend on being paid the current piaſtre. I mention this circumſtance, becauſe ſome travellers, in order to leſſen their expences, inveſt their money from India to Buſſora on reſpondentia, by which they get 18 or 20 per cent.: and afterwards they may obtain as much if not more by lending their money on the caravan from Buſſora to Aleppo, or from Bagdad to Aleppo. I have been told of 25 per cent. being given from Buſſora to Aleppo, and 20 from Bagdad to the ſame place. Other travellers have purchaſed pearl, which are fiſhed for in the gulf of Perſia, and which they have either diſpoſed of at Aleppo or brought to Europe, and which answer extremely well as a remittance. Mercantile gentlemen proceeding homewards might nearly ſave their expences, by laying in an inveſtment proper for the Buſſora market, or for that of Aleppo, and even outwards ſomething in this way could be done. Every
traveller

traveller must be aware of the risk he runs by this mode, but he will have the satisfaction of being on the spot, and of being satisfied that he is not imposed on, and also be a judge of the security of his property.

On the Red Sea the coins are carats and comassees, which rise and fall according to the silver in them; but accounts are kept in dollars and cavears.

			£.	s.	d.
1 Carat	-	-	0	1	0
7 Carats	1 Comassee	-	0	0	9
60 Comassees	1 Spanish Dollar		0	4	6
80 Cavears	1 Mocha Dollar		0	4	6
100 Comassees	1 Sequin	-	0	7	6
80 Larins	1 Tomand	- -	3	7	6
1 Venitian produces 2 dollars 25 cavears.					

It would prove a work of much labour and also very unnecessary to enumerate the variety of coins met with in the East Indies. They all differ from each other in regard to intrinsic value, but such as are coined under the authority of the East-India Company is by far the best. The silver rupee and the gold mohur are the most current. The first should weigh 178.314 grains, and the latter
be

be of the same weight, and worth fifteen of the silver rupees. It was the intention of Government that the standard of the gold coin should be equal to that of the Venetian, which is nearest to pure gold of any other coin, whether European or foreign. From the circumstance of the money coined by the Company, being so much superior to that coined by the native powers, very little is suffered to remain in circulation, being carried away and recoinced to an advantage, by which means debased money usurps the place of the Company's currency.

The following is a table of the decimal parts of alloy in a variety of coins current in India, and assayed at the mint of Bombay.

Silver Coins.

British standard of silver coin is	-	7.50
A Bombay rupee	- -	2.15
A Surat rupee of the present coinage		7.48
A Chanderry rupee	-	6.11
A golden pardoe	-	6.0
New broach rupee	-	7.75
An old ditto	- -	11.66
		A Pondi-

A Pondicherry rupee	-	-	3.41
A new Brodera rupee	-	-	12.8
An old ditto	-	-	9.43
An Ackerry rupee	-	-	16.0
A Buffora crux	-	-	58.3
A Sultanny rupee	-	-	7.0
A Spanish dollar, Anno 1790	-	-	10.7
An old Spanish 4 real piece	-	-	8.99
New German crown	-	-	12.19
Coinage of fanams for the coast of this year from German crowns			12.20
Coinage of fanams for the coast of this year from Chanderry rupees	-	-	7.58
A Cannanore fanam	-	-	8.8
Old fanam coined at the presidency	-	-	2.8

Gold Coins.

A guinea British standard	-	-	8.33
A nineteen sun sicca gold mohur	-	-	0.66
A Bombay gold mohur	-	-	4.66
A star pagoda	-	-	19.0
A Hyderee hoon	-	-	18.0
A sultany hoon	-	-	11.75
Calicut fanams *	-	-	46.50

* These fanams contained in 100 parts, 17.50 of copper, and 29 of silver.

Bengal

Bengal Coins.

They keep their accounts in imaginary coins called current rupees, annas, and pice.

12 current pice make 1 current anna.

16 current annas - 1 current rupee.

To this currency must all real specie be reduced, before any sum can be entered into books of account.

A gold mohur or gold rupee weighs 7 dwts $8\frac{1}{2}$ grs. troy, and passes from $14\frac{1}{2}$ to $15\frac{1}{2}$ silver rupees. The most common silver coin is the rupee of one sicca weight of 7 dwts. $11\frac{1}{4}$ grs. and is thus divided:

	Dwts.	Grs.
1 Sicca rupee is 16 annas, or	- 179	55
1 Anna 12 pice	- 11	12
1 Pice is equal to :	- 0	93

Cowries or sea shells, made use of for paying coolies, &c. are reckoned thus :

4 Cowries make	-	1 gunda
20 Gundas	-	1 punn.
32 Punns	-	1 current rupee.

But they rise and fall according to the plenty or scarcity of them.

Bombay

Bombay Coins.

2*	Reas	-	are	1	Urdee.
4	Reas	-	-	1	Doogeney or double pice.
6	Reas or 3 urdees			1	Dobea.
8	Reas or 4 urdees			1	Fuddea or double pice.
3 $\frac{1}{2}$	Fuddeas or pice			1†	Anna.
12 $\frac{1}{2}$	Pice or 4 annas			1‡	Quarter rupee.
25	Pice or 8 annas			1	Half rupee.
50	Pice or 16 annas			1	Rupee.
5	Rupees or 80 annas			1	Paunchea.
15	Rupees	-	-	1	Gold mohur.

Such is the relative table of Bombay current and imaginary coins ; while in accounts they are confined to the following reckoning : 100 reas make 1 quarter, 4 quarters 1 rupee.

Calicut and Tellicherry Coins.

16	Tars or Vis	are	-	1	Gallee fanam.
5	Fanams		-	1	Rupee.

* Imaginary. † Do. ‡ Do.

Batavia Coins.

	£.	s.	d.
8 Doits make 1 cash or doublekye	0	2	5
3 Cash or double kyes 1 fattalie	0	7	5
6 Cash or 2 fattalies 1 fooka	0	1	3
15 Cash 1 rupee - -	0	3	5
24 Cash, or 48 stivers, 1 rix dollar	0	5	0
39 Cash, or 13 schillings, 1 ducatoon - - -	0	8	5
1 Rix dollar, 60 light stivers, or 64 paid on account of salary, &c.	0	5	0
1 Gold ducat is 2 rix dollars, 12 stivers, or 18 schillings -	0	11	3
1 Japan coopang stamped is current for 30 rix dollars -	7	10	0

Canton Coins.

There is but one piece of coin in China, which is made of base metal, called a cash, and is used to pay coolies, labourers, and for small payments in the Bazar.

THE MONEY AND WEIGHT IN WHICH
ACCOUNTS ARE KEPT.

	£.	s.	d.
10 Cash to 1 candarine	-	0	0 $\frac{3}{4}$ -2
10 Candarines 1 mace	-	0	0 8
10 Mace 1 tale	-	0	6 8
3 Tales	-	1	0 0

WEIGHT.

	Oz.	Dwts.
1000 Tales should weigh	-	120 16
100 Spanish dollars	-	88 13

	Mace.	Cand.	Cash.
1 Grain Troy	-	0	0 1.7246
Pennyweight	-	0	4 1.39
Ounce	-	8	2 7.8146

The finest gold among them is 100 touch, called Sycee, viz. pure gold without alloy; so that if a shoe of gold touch 93, then it hath 93 parts of fine gold, and 7 parts alloy. Gold is bought by 10 tale weight, for upon that quantity they make their price in silver.

When gold is sold above or under touch, you must add to or subtract from the touch:

as

as if it touch 96, and is to be sold at 4 under touch, then from 96 take 4, the remainder is 92; and this is nine two-tenths of silver to be paid for one of that gold. If gold is at 96 touch, and to be sold at 8 above touch, then add 8 to 96, the sum is 104; then are 10 four-tenths of silver to be paid for one of gold.

THE END.

ERRATA.

VOL. II.

- Page 10, line 13, for 1798 read 1789.
- Do. — 18, for *fastest vessel* read *fastest sailer*
- 20, — 7, under the word *distance* read *By land, British Miles, By Sea, Marine Miles.*
- 21, — 3, in note (c) read *1170 miles from Suez to the Straights of Babelmandel, 1750 to the Coast of Malabar.*
- 50, — 11, for *within side* read *either side.*
- 56, — 22, read *instance.*
- 80, — 9, for *when* read *where.*
- 82, — 19, for *of the bile* read *if the bile*:—And the sentence should be read thus: *Again, in all those three kinds, if the bile, either pure or mixed, be copiously or frequently evacuated, by vomit or stool, the fever is said to be bilious; and there is sometimes a pain attendant on that evacuation, felt on the seat of the liver.*
- 84, — 3, for *disorder* read *disorders.*
- 122, — 20, for *Great River* read *Great Desert.*
- 124, — 5, dele *the.*
- 168, — 19,—(This sentence has been transposed.)
Read: *Bombay, in a political point of view, is certainly of very little consequence to our affairs in India: as a place of commercial resort, it is, no doubt, deserving of attention.*
- 174, — 12, for *Cabal* read *Cabul.*
- do. — 17. for *Ferikta* read *Ferishta.*
- 181, — 1, for *Cadia* read *Candia.*
- 202, — 7, for *post* read *port.*

INDEX.

VOL. II.

A.

	Page
ARMY in India, remarks on its present state	137
How it may be improved	138

B.

Berenice, its situation	201
Bombay, remarks on its political consequence	166
Boerhaave, not always to be followed in his prescriptions	89

C.

Candia, account of	181
Should belong to England	Ibid.
VOL. II.	China,

	Page
China, some desultory remarks on its trade	- 144
Cochin, its port recommended	- 171
Coffee, Turkish mode of making it	- 347
Corga, a description of the country, and account of the Rajah	- 146
Coffier, situation and particular advantages of	- 53

D.

Distances by land and sea between Great Britain and Bombay	- 20, 21, 22
Ditto for the journey home	- 27, 28
Distances from Cannanore to Madras and Calcutta by land	- 39, 40

E.

Egypt, its favourable situation	- 15
Confined between mountains	- 46, 50
El Har	- 52

H.

Hammersley, Messrs. and Co. Pall Mall, their plan of exchange notes for pro- curing money on the Continent	202
Places where their circular notes may be received	- 206
Travellers	

	Page
Travellers may see the different foreign coins in Pall Mall	210
Hoddeda	52
Hejaz, or Arabia Petrea	52

I.

Instructions for Gentlemen proceeding to India	
by land	65
1st. Money requisite for the journey	67
2d. Equipment for ditto	70
3d. Preservation of health	77
Colds	84
Coughs	Ibid.
Fevers	Ibid.
Intermittent fevers or ague	85
Low nervous fever	86
Putrid fever	92
Rheumatism	97
Purging, or diarrhæa	98
Dysentery, or bloody flux	Ibid.
Cholera morbus	99
Pleurisy	Ibid.
Inflammation of the lungs and liver	100
Medicine chest necessary for travellers	Ibid.
Contents of it	Ibid.
4th. Mode and expence of travelling to India	101
Various, according to circumstances, with examples	106
	Account

	Page
Account of expences travelling in the most economical way -	119
5th. Considerations on the season of the year most proper to commence and prosecute the journey by land to India - - -	124
6th. Routes through Europe and Asia to India - - -	131
Price of posting - -	349
Value of money on the Continent, and in Asia - - -	Ibid.
Instructions to travellers	
First by the Little Desart, from Bus- sora by the Tygris, and by the way of Bagdad, Mosul, Orfa, and A- leppo - - -	322
Second, by the Euphrates to Hilla, and by the way of Bagdad to Alep- po - - -	363
Third, through Natolia, and by the way of Constantinople -	339

K.

Konfodah - - -	52
----------------	----

L.

Lascars of Bombay, excellent seamen -	37
Lohica - - -	52

Mediterranean,

M.

Mediterranean, remarks on the winds particular to it	-	-	125
Monsoon, definition of, and particulars concerning	-	-	54
Mocha	-	-	52

P.

Palm tree, particular description of	-	211
Plague, what	-	90
Post, plan for establishing one between Great Britain and India	32, et seq. 59, 60, 61	

R.

Routes from London to Paris by Lille	-	226
From Calais to Paris by Amiens	-	230
From Paris to Lyons and Avignon	-	232
From Paris to Lyons by the way of Burgundy	-	240
From Bourdeaux to Tholouse	-	246
From Tholouse to Montpellier	-	248
From Montpellier to Marseilles	-	250
From Marseilles to Nice	-	252
From Nice to Genoa by the Col-de-Tende	-	254
From Vienna to Prague	-	256
From		

	Page
From Prague to Leipſick	- 258
From Leipſick to Berlin	- 260
From Berlin to Brunſwick and Ha-	
nover	- Ibid.
From Hanover to Cologne	- 262
From Cologne to Utrecht	- 264
From Utrecht to Amſterdam	- 266
From Amſterdam to Bruſſels	- 268
From Bruſſels to Spa, and to Calais	269
From Baſſe to Manheim and Frank-	
fort	- 270
From Lyons to Geneva, and from	
Geneva to Baſſe	- 271
From Baſſe to Schauſſhaufen and to	
Kempton	- 272
From Schauſſhaufen to Kempton	- 273
From Kempton to Trent	- 274
From Trent to Venice	- 275
From London to Meſſina, by the way	
of Hamburgh	- 276
The route by Augſburg	- 278
From Nuremberg to Baſſe	- Ibid.
From Nuremberg to Naples	- 284
Route through Germany, Switzer-	
land, Savoy, and Piedmont to Tu-	
rin, Genoa, and Leghorn	293
From Hamburgh to Rome by Vienna,	
Trieſte, and Ancona	- 301
From Laubach to Venice	- 303
From Naples to Otranto	- 305
From Geneva to Milan	- 306
From Vienna to Conſtantinople	- 307
From	

	Page
From Constantinople by land to Hilla, and from thence by water to Bussora - - -	311
From Alexandretta or Scanderoon to Aleppo, and from thence across the Great Defart to Bussora - - -	315
From Aleppoby Bir, Orfa, and Diar- bekir to Bussora - - -	319
From Aleppo to Anna or Hilla to Bussora - - -	Ibid.
From Vienna by Constantinople, through Asia Minor and Mesopo- tamia to Bussora - - -	Ibid.
By the Little Defart from Bussora, by the Tygris to Aleppo, by the way of Bagdad, Mosul and Orfa - - -	322
By the Little Defart from Bussora by the Euphrates, by the way of Hilla and Bagdad - - -	336
From Bussora to Constantinople, by the way of Hilla, Bagdad, Natolia or Asia Minor to Constantinople - - -	339
Romans, account of their navigating the Me- diterranean - - -	19
Also the Red Sea - - -	45
Red Sea, remarks on it - - -	37, 44, 45
What seasons are proper to navigate it - - -	48, 49
Rowley, Dr. an eminent physician, his mode of practice recommended - - -	83, 92

S.

Suez, route by, preferred -	-	-	16
Route by it much shorter than any other			Ibid.
Proof of it -	-	-	19

T.

Time required to perform the overland journey between Great Britain and Bom- bay -	-	-	20, 21, 22
For the journey home		-	27, 28
Tor -	-	-	52
Tippoo Saheb, an important paper concerning him			140

W.

Water, filtering of, by ascension	-	-	345
-----------------------------------	---	---	-----

Y.

Yeast, to make it in the Turkish manner	-		348
---	---	--	-----

Z.

Zemaun Shaw, account of him and his predecessors			174
--	--	--	-----